The Literary Digest

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

George Hood

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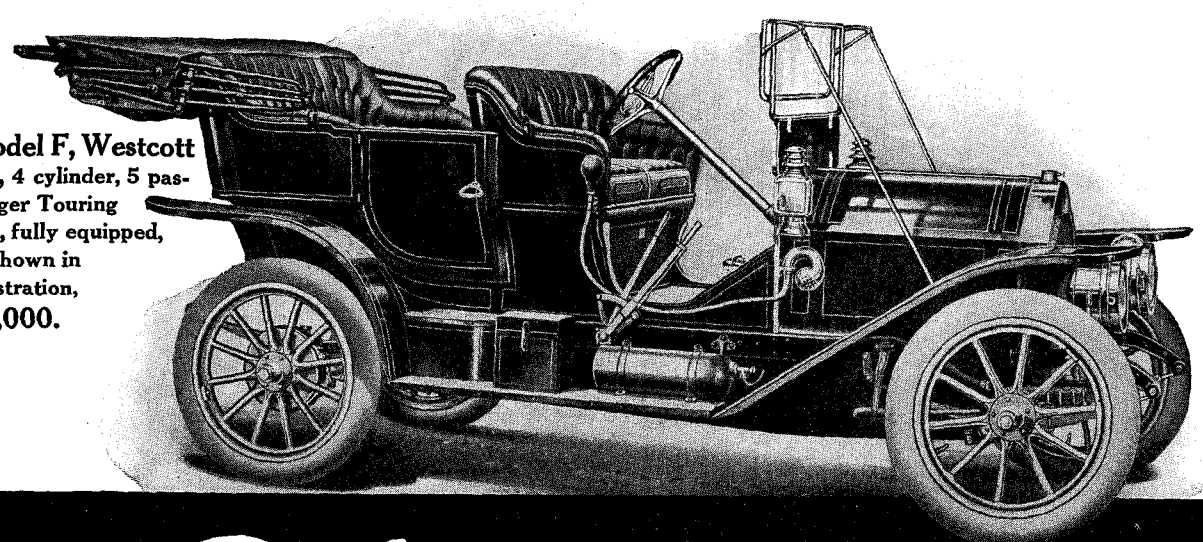

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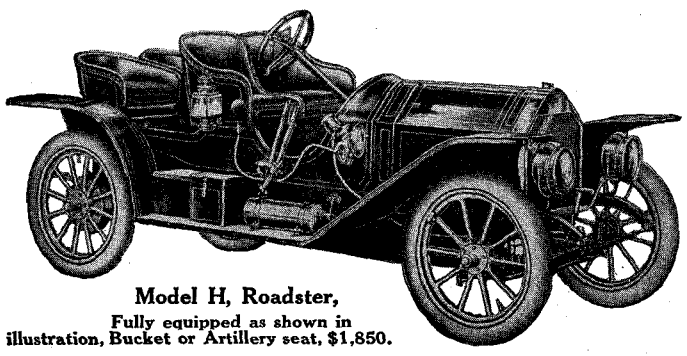

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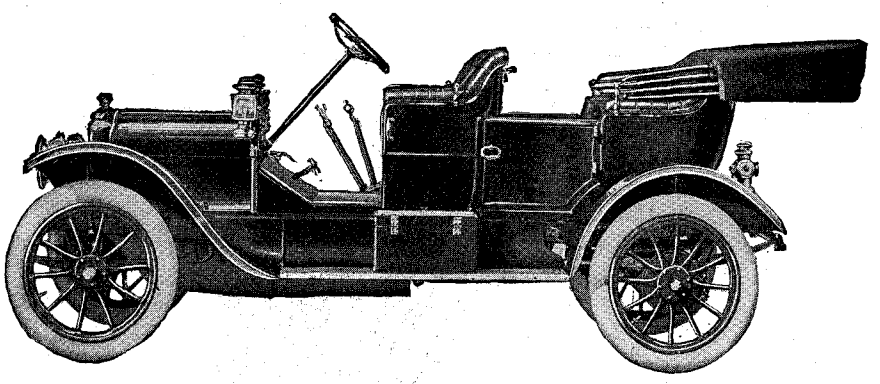

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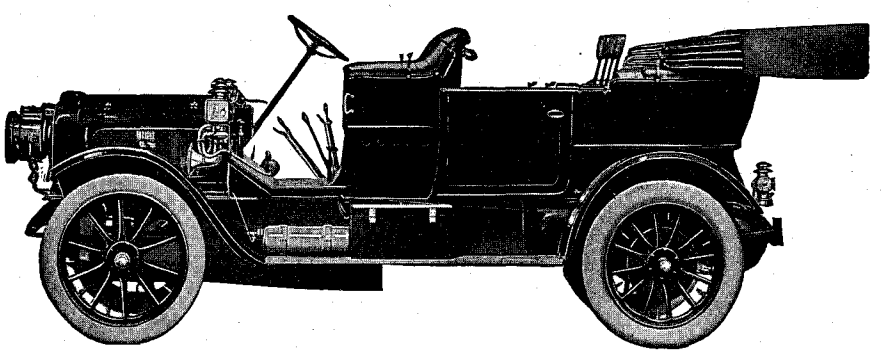

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THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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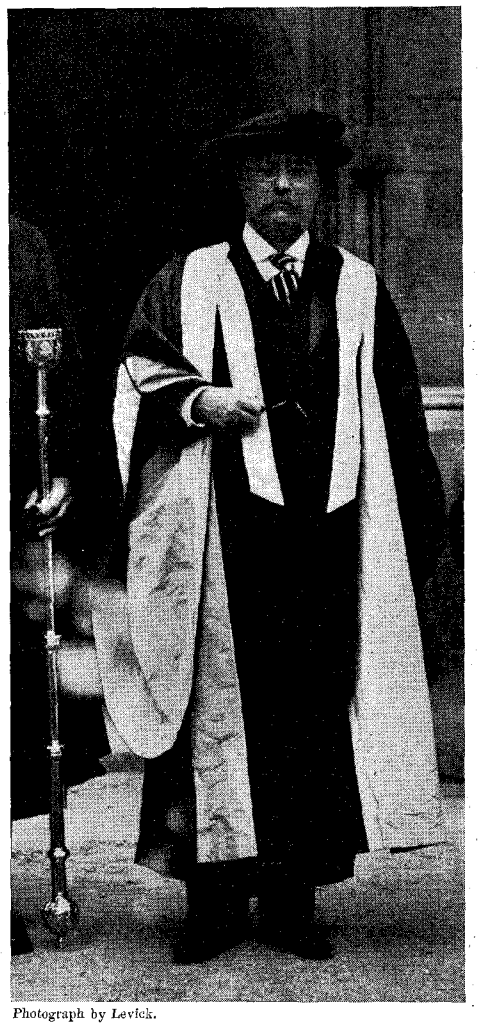
VOL. XL., NO. 24 NEW YORK, JUNE 11, 1910 WHOLE NUMBER, 1051

TOPICS OF THE DAY

THEODORE'S WARNING TO JOHN BULL

THEODORE ROOSEVELT'S admonition to his host John Bull to wield the big stick more vigorously in Egypt is treated by the British press as a full-sized and somewhat disconcerting sensation, but from no quarter do the ex-President's words evoke more horrified protests than from certain of his fellow countrymen. His blunt announcement to England that in Egypt "in certain vital points you have erred and it is for you to make good your error," while carrying general amazement in its train, seems to bring almost as much joy to the Tory Opposition as it does embarrassment to the Liberal Government. For his American critics the shock lies in his apparent lack of sympathy with Egypt's aspirations toward self-government, rather than in his breach of etiquette in undertaking to put his host's house in order. Further opportunities to advise Europe are promised by his selection by President Taft to head a new commission on international peace.

"If Patrick Henry's speech was treason to the Crown, then Roosevelt's is treason to the Republic; if Roosevelt is right, our Revolution was a mistake," exclaims William Randolph Hearst. "An ex-President of the United States who can consign the people of Egypt for all time to the despotism of Great Britain is not the man to solve the troubles of the American people," declares the New York *World*, which suggests the Colonel's continued sojourn in England because "we would much rather have him bedevil the British Government than the American Government." "Apparently Mr. Roosevelt does not agree with the opinion held by Mr. Lincoln and other good Americans, that no man is good enough to govern another man against the other man's will," remarks the Boston *Advertiser*, while the New York *Evening Post* depicts Europe moved to wonder "that an American ex-President in his progress through foreign lands should so emphatically aline himself always on the side of the rulers."



Photograph by Levick.

AT CAMBRIDGE.

"You've done some pretty decent things without delay or fuss,
And you're full of grit inside you—and that's what appeals to us."
—*The Gownsman*, Cambridge.

The incident which evoked these caustic comments occurred on May 31 in the London Guildhall, where Mr. Roosevelt had just been presented with the freedom of the city. Immediately availing himself of this freedom to assume toward his hosts the rôle of candid friend, he proceeded to point out England's mistakes in Egypt. Perhaps his bluntness of speech should not be classed as entirely gratuitous, since only ten days before the London *Spectator* had exprest the hope that "owing to the conditions of national mourning under which Mr. Roosevelt has visited us, we shall not be deprived of one of those plain-spoken addresses such as he has often given his own countrymen." *The Spectator* was not disappointed. After a few words of thanks for the honor just conferred on him, Mr. Roosevelt went on to remind his hearers that he had spent nearly a year in Africa and had there had opportunity to observe conditions in four British protectorates—East Africa, Uganda, the Sudan, and Egypt. About the first three, he explained, "I have nothing to say except what is pleasant as well as true," but about the fourth he wished to say a few words "because they are true, whether or not they are pleasant." Plunging therefore into the subject of Egypt, he explained that "I would not talk to you about your own internal affairs here at home, but you are so very busy at home I am not sure whether you realize just how some things are abroad"; and in further apology for his course he added: "I advise you only in accordance with the principles on which I have myself acted as an American President in dealing with the Philippines." After asserting

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that England had given Egypt the best government she had had in 2,000 years, Mr. Roosevelt went on to explain that the present condition of affairs there is a grave menace to both the Empire and to civilization. Thus:

"Recent events, especially what happened in connection with and following the assassination of Boutros Pasha [the Egyptian

"HAVE YOU SEEN HIM PASSING BY?"
—Harding in the Brooklyn *Eagle*.

Premier who was killed by a Nationalist], have shown that in certain vital points you have erred and it is for you to make good your error. It has been an error proceeding from an effort to do too much, and not too little, in the interests of the Egyptians themselves. But unfortunately it is necessary for all of us who have to do with uncivilized peoples, especially fanatical peoples, to remember that in such a situation as yours in Egypt weakness, timidity, and sentimentality may cause even more far-reaching harm than violence and injustice. Of all the broken reeds sentimentality is the most broken reed on which righteousness can lean. . . . . .

"The attitude of the so-called Egyptian Nationalist party in connection with this murder has shown that they are neither desirous nor capable of guaranteeing even primary justice, the failure to supply which makes self-government not merely an empty but a noxious farce. . . . It was with the primary object of establishing order that you went into Egypt twenty-eight years ago. . . . Now, either you have a right to be in Egypt or you have not. Either it is or it is not your duty to establish and keep order. If you feel that you have not the right to be in Egypt, if you do not wish to establish and keep order there, then by all means get out of Egypt. If, as I hope, you feel that your duty to civilized mankind and your fealty to your own great traditions alike bid you to stay, then make the fact and the name agree and show that you are ready to meet the responsibility which is yours. It is the thing, not the form, which is vital. If the present forms of government in Egypt established by you in the hope that they would help the Egyptians upward merely serve to provoke and permit disorder, then it is for you to alter the forms, for if you stay in Egypt it is your first duty to keep order—above all, to punish murder and bring to justice all who incite others to commit murder or condone crime when it is committed. When a people treat assassination as the corner-stone of government they forfeit all right to be treated as worthy of self-government. Some nation must govern Egypt. I hope and believe that you will decide that it is your duty to be that nation."

Presumably because Mr. Roosevelt's friends of the press do not feel that he is in any need of apologists, we have up to the present found few serious defenses of his Guildhall speech in the editorial columns of American papers. The Brooklyn *Eagle*, however, takes his critics seriously to the extent of replying:

"Mr. Roosevelt may be the veriest sciolist in his acquaintance with Anglo-Egyptian politics, yet he could hardly have failed to note with his own eyes the extraordinary advance made by Egypt under British control, nor the evil possibilities in the disposition to halt that advance in the interests of a movement indorsed by a minority of the people only and behind which are the sinister agencies of the pistol and the knife. Possest of this power of comprehension, he was entitled to speak his mind to the Guildhall audience."

Among the thousand people assembled in the Guildhall to hear Mr. Roosevelt were Sir Edward Grey, Secretary of State for Foreign Affairs; the Hon. Arthur J. Balfour, formerly Prime Minister and now Opposition leader in the House of Commons; and Lord Cromer, who "studied and governed Egypt for thirty years." Mr. Balfour, we are told, "listened carefully with a slight inscrutable smile on his face." We are left in the dark as to Lord Cromer's attitude during the address, but the New York *Evening Post* surmises that he "must have been deeply imprest by the way in which a fresh mind, working with lightning rapidity and infallible judgment, can arrive at results which a plodding intellect, compelled to make its way through a maze of facts and elusive tendencies, does not feel certain that it can itself reach at all." In his great book on "Modern Egypt" Lord Cromer declares himself in favor of working for Egypt's ultimate autonomy, and deprecates the attitude of "brutal antipathy" to the political aspirations of the native Egyptians. But this, remarks *The Evening Post*, was before Mr. Roosevelt's "convincing demonstration that Egyptian self-government is 'not merely an empty but a noxious farce.'" To quote further:

"Which is the sentimentalist, the traveler who unsparingly condemns the Nationalist movement in Egypt on the strength of hasty impressions, or the cautious and seasoned administrator who pleads for sympathy with it, and warns his countrymen that they must be prepared for temporary abuses of new-granted liberty, and that they, an alien race, can not 'ever create a feeling of loyalty in the breasts of the Egyptians akin to that felt by a self-governing people for indigenous rulers'? Sentimentality may be a broken reed, but it can hardly be a more unsafe support than extemporized knowledge and belligerent cock-sureness. . . . . .

"It is Mr. Roosevelt's own affair if the point is made that for the original patentee and upholder of the square deal, his instincts unfailingly lead him to take sides against the under-dog. It is something of national concern that the man who is

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NEVER AGAIN!
—Powers in the New York *American*.

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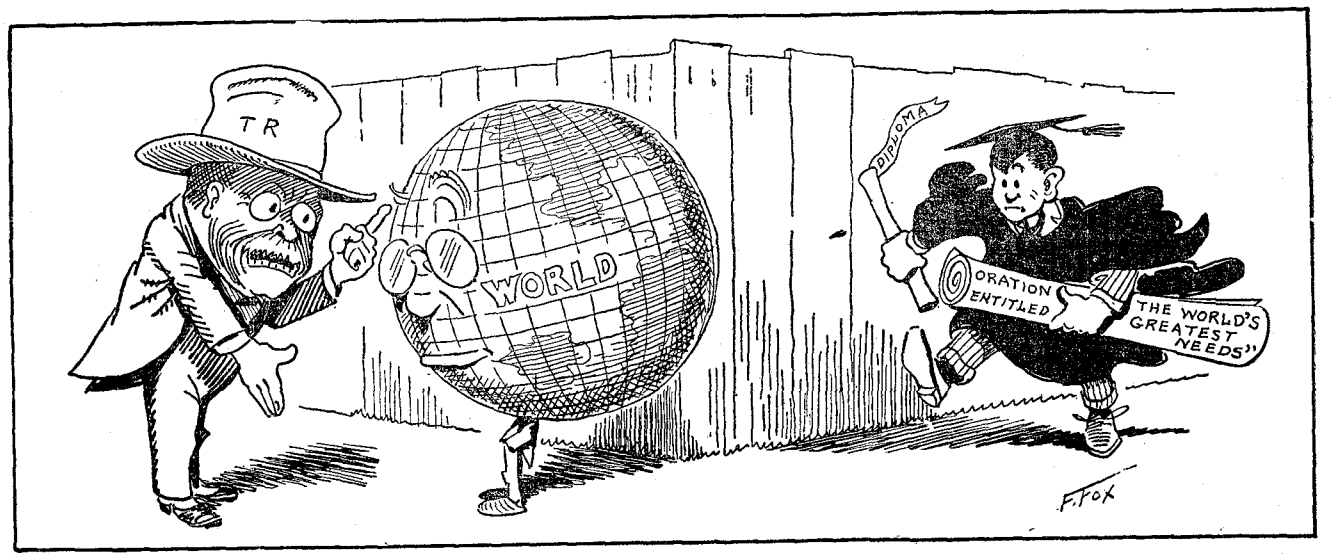


COLONEL ROOSEVELT WILL NOW HAVE TO LOOK TO HIS LAURELS. —Fox in the Chicago *Post.*

supposed most completely to typify American ideals and institutions should go out of his way to scoff at the principles and beliefs upon which American institutions are built, and in defense of which American blood has been shed. Cock-sure Mr. Roosevelt telling Lord Cromer how to rule Egypt would be amusing, whatever his advice might be. But both he and his country would appear to much better advantage if his uncalled-for advice were on the side of human brotherhood and liberty, and not on the side of the mailed fist."

But for fury of onslaught none of Mr. Roosevelt's critics on this occasion compares with Mr. Hearst, who expresses his views in part as follows in a long Paris dispatch to the New York *American* and his other papers in the United States:

"Americans who love their country and believe in republican institutions are shocked and outraged to hear this supposed representative of republicanism preaching the domination and oppression of subject states and advocating an imperialism more severe than even the representative of empire would dare publicly to avow. . . . . .

"Why should he deny the accepted American idea of the right of self-government and contradict the statement of our Declaration of Independence that a just government is based upon the consent of the governed?

"If Roosevelt is right, then Washington was wrong, and Jefferson was wrong.

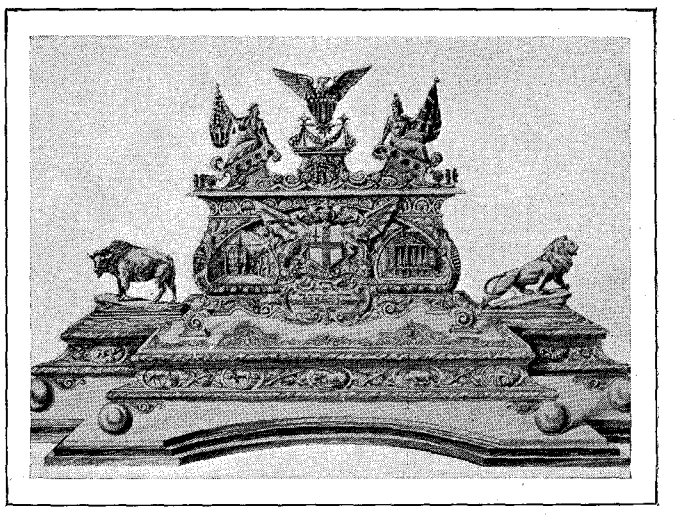
"If Roosevelt is right, then our Revolutionary War was a mistake; the Boston Tea Party a treasonable act, and Lexington and Bunker Hill the murderous violence of revolutionists.

"If Roosevelt's speech expresses the ideas of modern Americanism, Patrick Henry's patriotic words should be torn from the First Readers of young Americans and Roosevelt's truckling twaddle substituted. Let our sons no longer be taught to declaim 'Give me liberty or give me death!' but let them be taught to plead for imperialism and oppression."

The New York *Sun* sees a resemblance in Mr. Roosevelt's address to "a speech in Congress for home consumption," and is convinced that his admirers in this country will resent any suggestion that he does not know more about the Egyptian problem than Lord Cromer. The New York *Globe* characterizes the speech as "a life-line to the Tories," remarking:

"Colonel Roosevelt 'gave 'em' imperialism straight—preached in prose the doctrine that Kipling presents in verse. It's the white man's business to manage the affairs of the yellow and black, and Thomas Jefferson was a miserable sentimentalist when he wrote in the Declaration of Independence that 'governments derive their just powers from the consent of the governed.'"

As Britain's policy in Egypt is one of the controversial matters on which the two chief parties in British politics are divided, the Unionist papers naturally indorse Mr. Roosevelt's views, while the Liberal press play the anvil chorus to his preaching. "If Mr. Roosevelt prefers realities to the proprieties where vital interests are concerned," remarks the London *Pall Mall Gazette*, "so does the judgment of the British people." While confessing that "it is humiliating to receive this rebuke from an alien critic, even from one animated by so sincere a friendship," *The Standard* admits that "the censure is deserved." The speech, it adds, was "more piquant than politic," but "Mr. Roosevelt, as we might say, is not out for politeness." *The Daily Telegraph* does not pretend that his words are not bitter medicine, but bravely remarks: "If we are still a sensible people we shall swallow the dose held out to us, and we shall take such unmistakable measures afterward as may complete the cure." Turning to the Liberal organs, we find not only dissent from Mr. Roosevelt's views, but frank criticism of his international bad manners. *The Daily Chronicle*, the organ of moderate Liberalism, notes that his address "outraged every canon of



GOLDEN CASKET PRESENTED TO THEODORE ROOSEVELT WITH THE FREEDOM OF THE CITY OF LONDON.

It is inscribed as follows: "Presented by the corporation of the City of London to Theodore Roosevelt, ex-President of the United States of America. Guildhall, London, May 31st, 1910."

Some think it significant that the motto under the city's arms reads "Domine Dirige Nos."

official and international propriety," but finds comfort in the thought that "we may take his outspokenness as a compliment to Anglo-American solidarity." *The Daily News* characterizes as "most unfortunate" his "crude way of handling a delicate problem," while *The Star*, London's leading Radical evening paper, admonishes Mr. Roosevelt that he is not exempt from the customs of civilized nations. To quote more fully:

"Mr. Roosevelt told us what he thinks about us yesterday.

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The temptation to tell Mr. Roosevelt what we think of him is irresistible. He is not accustomed to hearing plain speaking, for he has lived for a long time in a stew of eulogy. The first thing he has to learn is that he is not exempt from the obligations imposed upon politicians by the customs of civilized nations."

Mr. Roosevelt's attitude in the Guildhall incident reminds William T. Stead, editor of the London *Review of Reviews*, of the precocious youth who undertook to teach his grandmother how to suck eggs. His tone of oracular wisdom also has the tendency, says Mr. Stead, to provoke the remonstrance which Lord Westbury addrest from the bench to a bullying barrister:

"'Brother,' said Westbury, 'may I beg you to remember I am at least a vertebrate animal. Your tone would hardly be decorous if you were God Almighty addressing a black beetle."

MR. TAFT'S RAILROAD HOLD-UP

A FEELING of pained surprize is said to have stolen over our railroad magnates as they heard the news that the Administration had blocked a rate-advance on twenty-five Western roads by an injunction obtained only a few hours before the rates were to go into effect. They were "startled and thrown off their balance by this unexpected move," we read in the New York *Sun*. If the injunction had been secured a little earlier, they could have started a suit to dissolve it and perhaps have postponed its execution; if it had been secured a little later, the rates would already have been effective, and it would have been too late. As the Washington *Times* remarks, it was issued "in the nick of time." It was also issued in Hannibal, Mo., the boyhood home of Mark Twain, who might have appreciated the way Mr. Wickersham outwitted and put the laugh on the railroad lawyers. What might have happened if the restraining order had been delayed till midnight of May 31, instead of being issued at 6:30 P.M., was illustrated on the same day in the Supreme Court, when that body handed down a decision approving an action of the Interstate Commerce Commission modifying certain railroad rates in the same region covered by the present dispute. That contest "began early in 1907," we read in a Washington dispatch, so that the rates complained of had been in force three years, and if the rates of the twenty-five Western roads had once gone into effect, they might similarly have continued till 1913 while the lawyers were disputing and delaying in our halls of justice.

While pain and surprize were caused by this sudden attack, little short of consternation was caused by the ruthless way the President and his Attorney-General overturned the faith the railroad magnates felt in their good-will. The last Republican National Convention had favored amending the Interstate Commerce Law "so as to give railroads the right to make and publish traffic agreements subject to the approval of the Commission." The President favored such a clause in the Railroad Bill and declared the practise "will prevail whether the law permits it or not." And as if this were not strong enough, he added: "No one suggests the wisdom of instituting prosecutions under the Antitrust Law to prevent this practise." Within a month, however, complains *The Journal of Commerce*, the President attacks this group of Western roads as a trust acting in restraint of trade, because they followed his advice. As if in reply to the Administration's act, forty or fifty Eastern and Central trunk lines have joined in increasing freight rates, and orders for improvements and equipment involving millions of dollars have been canceled. "The outlook," says the Washington correspondent of *The Evening Post*, "is for a tremendous legal battle between the railroads and the Government."

The railroad men confess that they are bewildered by the Government's action. As one railroad official puts it:

"The Interstate Commerce Act requires them to unite in establishing through rates and joint tariffs for interstate business and imposes severe penalties for violation of this provision. The Sherman Law prohibits them from uniting in agreements in restraint of trade, so the railroads are between two fires."

The "cost of living" seems to play an important part in this question and figures are given to show that we all have an interest in it. The injunction restraining the roads from making the proposed advances in rates is secured on the plea that the twenty-five roads are acting in unison instead of in competition, and not on the plea that the advance is unjust or exorbitant. Yet the controversy centers around the latter question, and it is stated in the injunction itself that "unless such a restraining order be issued said advances will become effective June 1, 1910, to the grave harm and injury of the people of the United States." The increases were to affect between 140 and 150 of the principal commodities of commerce and involved an aggregate increase variously estimated at from $170,000,000 to $500,000,000 a year. No increase was made, we read, on oil and petroleum. Shippers assert that the gross increase would amount to about $10 a year per family, the country over. As it applied to a few States in the Northwest, the average per family there would be much higher. Says the Washington *Times*:

"Freight rates are a vital element in the cost of living and when these rates go up on a long list of commodities, as in this case, every home is affected, as well as the manufacturer, the producer, and the business man. It is charged there is a vast conspiracy afoot to bull the price of railroad stocks by forcing freight rates upward. If this is true, the facts should be known and the conspiracy crusht, and more than that it should be made unhealthy for the men who are responsible for it."

The guilt of the defendants is assumed at once by some editors. These simultaneous freight increases "wear all the aspect of concerted action," remarks the New York *Tribune*, and "indeed, they could not take place without prearrangement and agreement among the railroads." "Nobody is childish enough," adds the Chicago *Tribune*, "to believe that the traffic managers of several roads hit on the thought of making the same advances on the same day." The net earnings of the roads are cited by the Philadelphia *Record* as evidence that they "have no excuse for raising their rates except that they believe they can get more," and the Atlanta *Journal* compares them with predatory trusts, and intimates that our patience has a limit: "A free horse is sometimes ridden to death, but a free people may be ridden to revolution." These roads "have taken, at a crucial time, just the sort of step necessary to confirm the wisdom of the demand for sterner disciplinary measures," thinks the Pittsburg *Chronicle-Telegraph*; and the New York *World* characterizes their defiance of the law, at the very time when the President was trying to obtain more favorable legislation for traffic agreements, as a piece of "audacious impudence."

It was with reluctance that the Administration began this action against the railroads, say the Washington dispatches, but its hand was forced by a delegation of Western shippers and Congressmen who trooped into the Attorney-General's office on Decoration Day and demanded that he enforce the law. Mr. William D. Haynie, their spokesman, appealed to the Attorney-General as "the protector of the people against contracts, combinations, or conspiracies in restraint of trade and commerce." He continued:

"Since 1906, the year the Hepburn amendments to the Interstate Commerce Law became effective, the settled policy of the railroads in Western Trunk Line territory has been to advance every rate that it was found possible to advance. This constant series of advances has culminated in tariffs issued to become effective upon June 1, 1910, and it is announced that these tariffs will be followed by still other advances.

"Without going into details, it is sufficient to say that the burden imposed upon the manufacturers, producers, and con-

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NO WONDER THE PRESIDENT'S TRAVELING EXPENSES ARE SO BIG.
—Plaschke in the St. Louis *Post.*

"I COULD PLAY A GRAND PIECE IF THEY WOULD ONLY STOP FIGHTING AND PUMP THE ORGAN."
—McCutcheon in the Chicago *Tribune.*

DISCORDS.

sumers has become too great and there is a general feeling that these last advances must be resisted as a matter of self-preservation.

"In the present state of the law the only recourse which is open to us in attacking these proposed advances in rates is to wait until the tariffs become effective and proceed against the railroads before the Interstate Commerce Commission. It has been proven by our experience in attacking other advances that have been made since 1906 that this method is slow and cumbersome, and that if our efforts are resisted to the court of last resort by the railroads it will take us at least two years to obtain final adjudication of the questions involved. It is impossible, therefore, for us to attempt to meet the present emergency in such manner, and we have come to the conclusion that the only way in which we can obtain relief from the threatened imposition of these advances is through action under the Sherman Law."

The railroad officials, on the other hand, insist that the higher freight rates are necessitated by the increased wages they are paying, and they point out that rates must be raised in concert or not at all. As one official, quoted in the New York *Tribune,* says:

"We are all up in the air. We can't tell what to do until this case has been settled. Our rate plans have all gone to smash. If we can't get together and talk over rates, I don't know what we are going to do. It would be folly for one road to try to increase rates by itself; that would be ruination to its business; but the roads can't pay the present wages and keep up the rate of dividends unless the freight rates are increased.

"It should be taken into account that the increased cost of living has affected the railroads as well as other lines of business. Supplies cost us more and we have to pay higher wages. We have just come through a session with our employees in which we granted a general increase all along the line. Now, it looks as tho we were to be told that we can't raise our freight rates so as to pay the higher wages.

"But wait until the railroads begin to lay off men and countermand orders for new equipment, and then the public will wake up to what this thing means. The country is mightily dependent on the railroads for its prosperity and it needs a good lesson. A protracted period of business depression will teach the people to give the railroads a chance."

"Rates must go up," says Slason Thompson, a Chicago railroad expert, "or you will have one of the biggest smashes this country has seen for many a day." The presidents of the various roads affected seem divided, in their interviews, between a desire to say that the roads will all go into bankruptcy, and a wish to assure the public that the shares and bonds of their own particular roads are O. K. and as good as gold. So the net result of their remarks is a little indefinite. One of them gets around the dilemma neatly by saying that the roads will maintain their solvency by ceasing their "purchases of cars and engines, rails and ties, tools and other materials." Thus "the manufacturers will find their orders dwindling away," and some day "they will wake up to find their factories closed." The railroads will thus be solvent and the rest of the business world ruined. "Then they will regret the ill-considered haste which led them to fight against a fair and equitable adjustment of the situation."

The fallacy that people can attack the railroads with impunity is exposed by the New York *Herald,* which adds a word of reassurance for shareholders. We read:

"There seems to be an impression in Washington that the railways are something quite apart from the people—that they are the property of a few millionaires or of the men who operate them. As a matter of fact, the railways are owned by the people, and an attack upon them is an attack upon a very large portion of the most thrifty and responsible element in the population of the country. Who are the chief holders of railway bonds? The fire-insurance companies, in which the property of the people is insured; the savings-banks, to which the economies of the people are entrusted. And the shares of these corporations are held by individual investors and by institutions that have invested in them trust funds for the widows and the orphans.

"The railways are not owned by a few millionaires, but by the people. Transportation is the greatest of all the country's industries, and is the industry in which the greatest number of persons are interested as owners, and which has the greatest number of employees. The Antitrust Law was not invoked to prevent an advance by manufacturers in the price of supplies used by the railways. It was not invoked against the labor-unions to prevent the demands they made for increased wages from the railway companies—and it can not be successfully invoked to prevent the railways from raising rates to offset the increased cost of operation resulting from the higher cost of wages and supplies.

"The railways are owned by the people, and when their case is brought before the highest judicial tribunal they will assuredly get 'a square deal.' Therefore, we repeat, the obtaining of this bolt from the blue, this eleventh-hour injunction to restrain the Western roads from raising their rates, need cause no alarm among investors. Let Wall Street 'bears' play their own game; the owners of good securities should not permit themselves to be frightened, but should 'hold fast.'"

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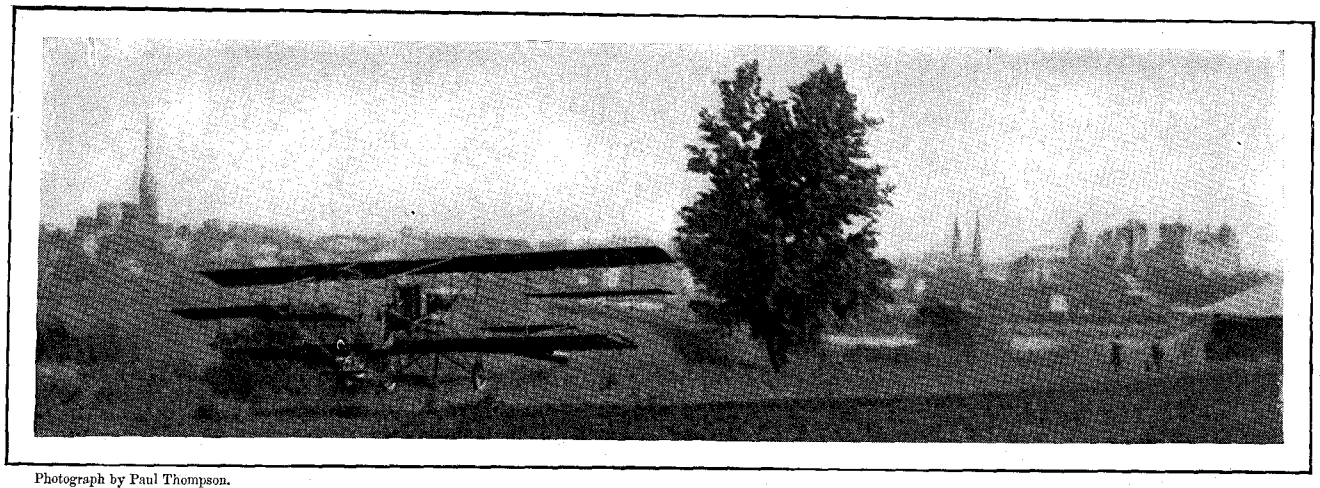
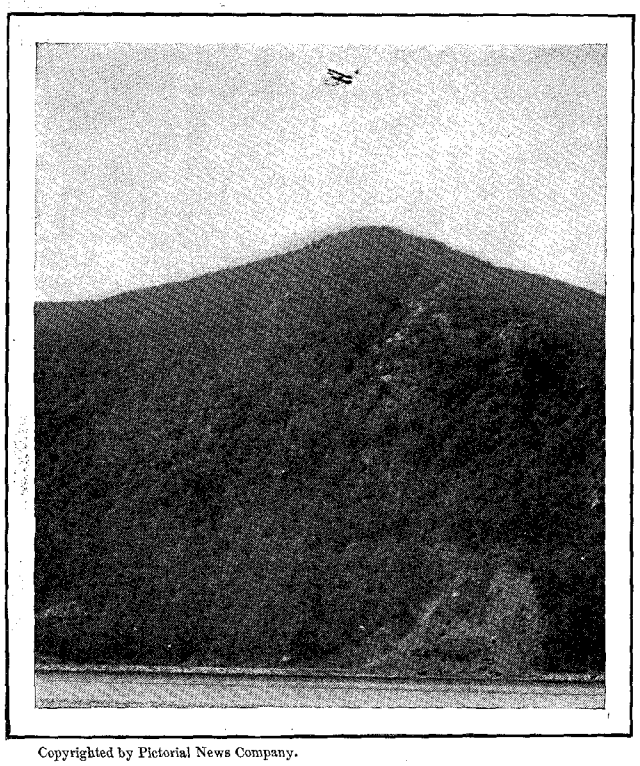


Photograph by Paul Thompson.

CURTISS BEGINNING HIS ALBANY TO NEW YORK FLIGHT.

OPENING THE AVIATION SEASON

WILL THE flight of Glenn H. Curtiss from Albany to New York be as completely overshadowed by longer and more spectacular flights before the end of the present year, as the voyage of Fulton's *Clermont* has been surpassed by the achievement of the ocean steamship of to-day? Many newspaper prophets agree that it will. Now that an English aviator, Captain Rolls, has outdone Bleriot and De Lesseps by making a round trip over the English Channel, from Dover to Calais and return without alighting, the aviation season of 1910 seems to be in full swing on both sides of the Atlantic. The Toledo *Blade* predicts that this will be a great year for long-distance flying in this country. There will be no lack of inducement to daring aviators. Many "meets" and cross-country flights have been arranged for, altho aeronautic interest will be largely centered in the $25,000 prize offered by the New York



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PASSING HIGHLAND FALLS.

Times and the Chicago *Evening Post* for an aeroplane race between Chicago and New York, and in addition a purse of $30,000 that has been put up by the New York *World* and the St. Louis *Post-Dispatch* for a similar flight between New York and St. Louis. Mr. Curtiss announces that he will be represented in each of these events, while word comes from Dayton, Ohio, that the Wright brothers will enter all the proposed long-distance aeroplane contests if the conditions are favorable.

Altho his flight from Albany to New York was not as long as Paulhan's from London to Manchester, Curtiss traveled faster and with unerring certainty. The distance, 137 miles, was covered in 152 minutes, at an average speed of 54.78 miles an hour. He left Albany at 7 in the morning, and after flying 75 miles, made his first stop in a field a little below Poughkeepsie. After an hour's rest here, he went on down the river and alighted in New York City, on the northern end of Manhattan Island, at 10:35, having won *The World's* $10,000 prize. After a brief stop here he went on down to Governor's Island where his aeroplane could be housed. Curtiss followed the river all the way, flying generally several hundred feet above it. His only serious difficulty came when passing Storm King in the Highlands just below West Point, where steamboat captains had warned him that he might experience some strange vagaries of the wind. Mr. Curtiss tells it thus in *The World*:

"Well, I had got nearly past the promontory of Storm King and was congratulating myself on the prospect of getting through the Highlands without much trouble, when without warning my machine took a sudden plunge downward and sideways. I dropt with her about thirty or forty feet, and I assure you it is not a pleasant sensation. It's just like dropping that far in an elevator shaft, if you can imagine the feeling I mean.

"I was nearly upset, and my heart jumped into my mouth, but by quick and strenuous efforts, pushing the controls forward to the very limit, I managed to regain my equilibrium, and then I slowed down speed and dropt to a lower level. I dropt till I was but fifty feet above the river, at times, I guess, and found conditions there much better. The air near the ground is often banked, like a cushion or buffer, and offers safe traveling when the upper reaches of the atmosphere are not so inviting.

"I found rising and falling currents and eddies and gusts of air all the way past West Point, but they didn't bother me when I got down nearer the water. The river widened out beneath me as I passed Peekskill, and then I encountered a steady breeze with no serious irregularities."

The favorite line of newspaper speculation on this record-breaking flight relates to the aeroplane's possible use as a war engine. While the Buffalo *Express* does not believe that the aeroplane in its present form can add much to the problems of war, other papers agree with Mr. Hudson Maxim, president of the Aeronautic Society of New York, who says: "We have by aviation opened up the sky as the battle-field for the next great war." Mr. Curtiss is quoted as saying after his flight:

"I could have blown up the bridge at Poughkeepsie, set fire to the homes of the wealthy along the Highlands, destroyed the railroad tracks on both shores, and cleared the river of its shipping."

While the flying-machine men have given war a new weapon, have they not also "found and blazed a road to peace?" asks the

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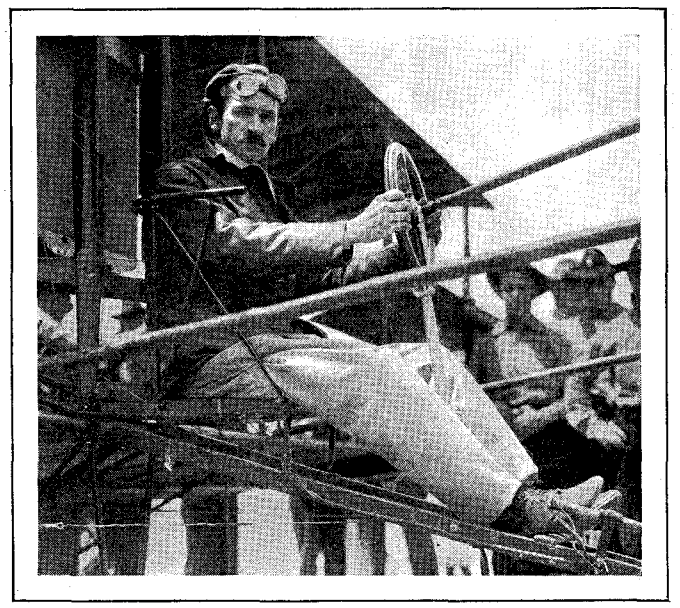
New York *World*. And the New York *American* answers unhesitatingly in the affirmative:

"The great game of war is all up. . . . . .

"WHAT NATION IN THE FUTURE WILL CARE TO BUTTRESS 1,800 MEN IN A BATTLE-SHIP, WHEN A SINGLE MAN IN AN AEROPLANE, WITH A BOMB IN HIS HAND, CAN DESTROY THEM IN A MOMENT?

"What Treasury of the future will care to vote $10,000,000 for a dreadnought, when a whirring gust of paddles in the air can reduce it to scraps of steel?"



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GLENN H. CURTISS AT THE END OF THE JOURNEY.

BRYAN'S HINT TO GOVERNOR HARMON

"DO YOU lack courage, or do you prefer the dark-lantern methods that are responsible for the elevation of so many corporation tools to the Senate?" asks Mr. Bryan's *Commoner* in a sharp editorial address to Governor Harmon, of Ohio, to whom many Democratic leaders look as their next Presidential candidate. While the immediate subject of *The Commoner's* open letter was the selection of a candidate for United States Senator in the coming convention of the Ohio Democratic State Committee, it is widely interpreted as a warning hint to Democracy no less than to Governor Harmon. "It is tantamount," thinks the Minneapolis *Journal* (Rep.), "to notice from the perennial candidate that he means either to run again himself or to name the man who does run."

The letter or editorial which is arousing so much interest is headed "TO GOVERNOR HARMON," and reads as follows:

"Have you any influence with the Democratic State Committee? If you have, why did you not urge the committee to include the selection of a candidate for United States Senator in its call for a State convention? If you urged this upon the committee and were turned down, why don't you appeal to the convention as Governor Marshall did? He made a fight for the nomination of a Senatorial candidate and won—not only won a victory for the Indiana Democracy but won a place among the national leaders of the party. Are you willing to follow his example? If not, how will you explain your attitude? Do you lack courage, or do you prefer the dark-lantern methods that are responsible for the elevation of so many corporation tools to the Senate? . . . . . .

"If you falter, prepare to stand aside. The Democratic party is in no mood to be trifled with. It has suffered so much from the secret manipulations of the predatory interests that it demands daylight methods and honest politics. It is up to you, Governor."

In a courteous and somewhat lengthy reply the Governor explains that he favors direct election of Senators, but that the present situation in Ohio is peculiar. To quote in part:

"In Ohio this year the sentiment among the Democrats has been that the matter should be left to the members of the legislature and their constituents. It was so strong that, tho a number of prominent men aspire to the Senatorship, none of them took advantage of our new primary law to go before the voters, as they might have done."

This sentiment, he further explains, "is due to the general belief that in the present unusual situation in Ohio an attempt to settle the Senatorship in advance would increase the risk of having no Senatorship to settle." He goes on to say:

"If the subject was to be taken up at all it should have been done at the primary. Failing that, it should have been included in the call for the election of delegates. For the convention now to take it up would produce discord and lead to charges of bad faith and snap judgment on an occasion to which all Democrats look forward with gladness and hope. And if nevertheless the people should elect a Democratic legislature, abundant excuses could be afforded to members for refusing to be bound by the action of the convention.

"Mr. Bryan's opinion is always entitled to the greatest respect, but I am confident that his long absence has made him unfamiliar with the present peculiar conditions in Ohio, and that if he knew them as they are known here he would see the good policy of omitting the Senatorship from consideration by the convention. Nobody has been mentioned as the first Democratic Senator from Ohio for many years who would not worthily represent the people of the State, and with public sentiment astir as it is nobody can hope to be considered who would not so represent them."

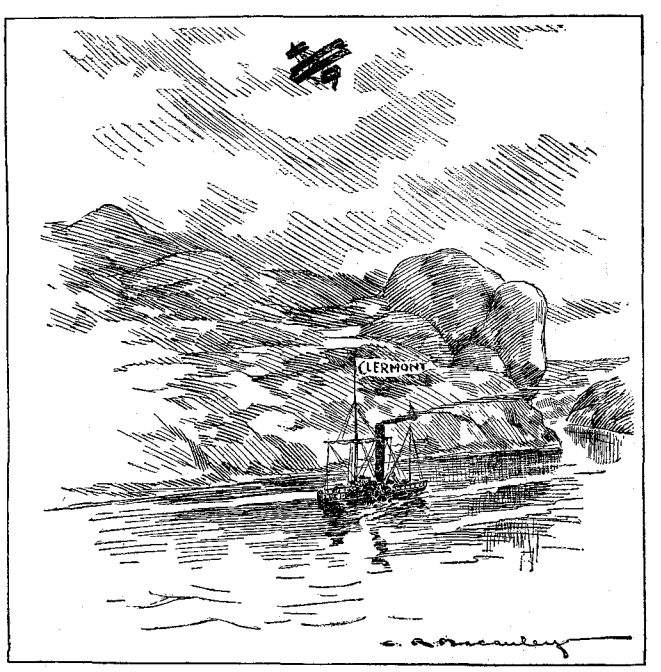
Tom L. Johnson has joined forces with Mr. Bryan in demanding that the Democratic Convention which is to renominate Harmon for Governor shall also name its candidate for United States Senator. It is stated, however, that Bryan and Johnson will not oppose the Governor's renomination.

The New York *World* (Ind. Dem.), which has always opposed Mr. Bryan, indulges in this characteristic fling:

"When the late Governor Johnson, of Minnesota, was in the flesh Mr. Bryan held him in high regard, tempered only by a gnawing fear that he might have some plutocratic friends.

"Governor Harmon, of Ohio, is now conspicuous enough to merit and receive the same distinguished attention. Mr. Bryan looks with favor upon this great Democrat also, but he entertains a sickening doubt of his courage. . . . . .

"Any other gentleman of Jeffersonian tendencies who chances



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—Macauley in the New York *World*.

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to be elected to high office will be likely also to fall a few inches short of the Bryan standards.

"In this fashion are the hopes Democracy blighted as they bloom. The eagle eye of the Western killjoy is upon them. Like Death, the reaper, he cuts them down; like the grave-digger, he gathers them in."

The independent Washington *Star*, however, justifies and explains Mr. Bryan's course in Ohio as follows:

"The brewing and the distilling interests were no more active in the Indiana contest of two years ago than they will be in the Ohio contest of this year. And they are in favor of the election of a Democratic legislature and the reelection of Governor Harmon. If therefore those interests interfered in Indiana and caused a scandal, may they not do the same thing in Ohio next winter if the opportunity presents itself? An uninstructed legislature will be an invitation for them to swoop down on Columbus, and make their money talk.

"As *The Star* recently stated, a Democratic Senatorship will be a tempting prize in Ohio practically on the eve of a Presidential campaign. If it is left to the legislature to bestow in the old way there will be an old-fashioned scramble for it. Mr. Bryan would eliminate all dangers of a scandal. He sees in the State, as others do, men worthy of the office, and he thinks one of them should be named for it by the people themselves acting through a regularly organized convention."

MR. LORIMER'S PROTESTATION OF PURITY

WHEN A MAN has a consciousness of his own innocence, we are told, his soul is at peace despite the slurring accusations of a world united in derision against him. This seems to be the position of Senator Lorimer. His best friends, as far as we can discover, seem to be the members of the Senate Committee on Privileges and Elections, who are delaying the investigation of charges against him to give him a chance to resign. His other critics do not seem to go even that far in his favor.

On April 30 the Chicago *Tribune* published a statement, over the signature of Charles A. White, that Senator William Lorimer, of Illinois, had obtained his seat in the United States Senate by bribery. Mr. White, a member of the Illinois legislature, confest to receiving $1,000 for his vote for Lorimer. Similar confessions soon followed from Assemblymen Michael S. Link and H. J. C. Beckemeyer, altho none of these men claimed to have received the money directly from Mr. Lorimer, or to have been approached by him in person. On May 28 Mr. Lorimer, addressing the Senate, hotly denied all the charges and demanded that they be investigated by a Senatorial committee. By a curious coincidence, almost at the moment that he was thus protesting his innocence and laying bare to his colleagues in Washington an infamous conspiracy to blacken his character and ruin his career, in Springfield a State Senator —D. W. Holstlaw—was confessing to a grand jury that he also had been well paid for his Lorimer vote—the price in this case being $2,500.

We quote a few characteristic passages from Mr. Lorimer's 10,000-word protestation of innocence. After explaining that urgent business in Chicago had made it impossible for him to make his statement at an earlier date, he goes on to say:

"The *Tribune* article charges that the Hon. Lee O'Neil Browne, the Democratic leader of the House of Representatives, bribed Charles A. White to vote for me. . . . I do not know what kind of a man he would be who would dare to offer a bribe to Lee O'Neil Browne, much less ask him to bribe others. He has lived in his present home town practically all his life, and is one of its most highly respected citizens. . . . He is, all in all, a strong, high-minded, God-fearing, honorable man. I recall a pleasant chat that I had with him on an occasion when we were discussing the hereafter, and during the course of which he told me that he believed the Bible from cover to cover. Such a man will not stoop to so low a level as to become a bribe-taker or a bribe-giver."

White's alleged confession, we are assured, was not written by White, but by "a trained newspaper's hand." White, he asserts, was merely "a pliant tool," a "poor, low creature" who "sold what little was left of his manhood." As to the Link and Beckemeyer confessions Mr. Lorimer says:

"When the whole truth concerning their so-called 'confession' is disclosed in court it will be shown beyond a shadow of doubt to the mind of every man, friend and foe, that these men did not receive a dollar for their vote for me; and no other member of the legislature confest that he had been bribed or paid to vote for me. The charges stand as they stood April 30, the uncorroborated lies of *The Tribune* supported only by the bought signature of their weak tool, White.

"When *The Tribune* said that I had offered or given money to any member of the legislature, or that any money was offered to any member of the legislature for his vote for me, it lied, and it knew it lied. Not one dollar was paid to a single member of the General Assembly for his vote for me.

"When the truth is known everybody will understand that the publication of the *Tribune* article signed by White is a part of a political conspiracy to drive me out of public life, to ruin me financially because I will not do as other Republicans in Illinois have done—place myself under the absolute control and dictatorship of *The Tribune*."

The answers to this "vindication," says the Chicago *Tribune*, are four—Charles A. White, Michael S. Link, H. J. C. Beckemeyer, and D. W. Holstlaw." And it adds, "there will be others." In the mean time, two Illinois grand juries are busy with the case. Referring to Mr. Lorimer's counter-charges against the Chicago *Tribune* the St. Louis *Republic* remarks:

"All this, if true, is very bad, but very much beside the point. How did the omnipotent *Tribune* induce all these men to incriminate themselves and eternally blast their reputation, simply in order that it might still further afflict a great and good man who had already suffered so much?"

Accepting as true Mr. Lorimer's assertion that he knows nothing of the bribery, says the St. Paul *Pioneer Press*, "the State of Illinois owes a duty to itself to start an investigation that will show what interests were so deeply concerned over the election of a United States Senator that they would put many thousands of dollars into a corruption fund, and succeed in debauching legislators to carry out their wishes."

TOPICS IN BRIEF

IT IS annoying when the price mark on one's toga will not come off.—*Chicago News.*

THO the Ballinger inquiry has cost $15,000, it is worth many times that to the magazines.—*Boston Transcript.*

IT may be, as is claimed by eminent counsel, no crime to bribe an Illinois legislator, but it surel- is bad form.—*Chicago Post.*

ANYWAY, it will be a long time before another Secretary of the Interior is as well known as Mr. Ba linger.—*Washington Times.*

HEAT waves do not usually come from the north, but Alaska seems to be furnishing Washington with more than is comfortable.—*Wall Street Journal.*

EGYPTIAN donkey-drivers who have been in the habit of naming their animals "Roosevelt" are now sadly torn between patriotism and profit.—*New York Evening Post.*

BUY-PARTISANSHIP at Albany sees good times ahead once more.—*New York Evening Post.*

THERE can be no doubt that the submarine as an engine of destruction has long passed out of the experimental stage.—*New York Evening Post.*

THE suffragettes ought to arrange to hold a jubilee over President Taft's announcement that Mrs. Taft is the "real President."—*Rochester Democrat and Chronicle.*

AFTER a two hours' talk with Senator Root, Colonel Roosevelt is reported as "reticent." The Senator should talk oftener to the Colonel.—*New York World.*

WHEN Mr. Roosevelt returns home he will observe that certain other Republican bosses have been very successful in elephant-killing, and without leaving the State.—*New York World.*

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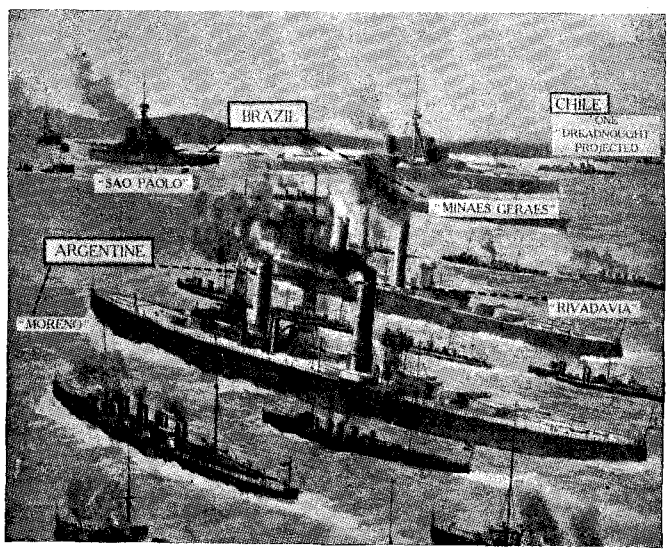
FOREIGN COMMENT

CONFEDERATION IN LATIN AMERICA

THE SHADOW of North American influence, falling across the Latin-American Republics, leads some of the European and South American press to ask whether the territory once won for Spain and Portugal by the great *conquistadores*, should not be confederated, wholly, or in groups, as a matter of self-protection. The obvious arguments are put forth that the intellectual spirit of the three leading Latin-American nations is identical. Argentina, Brazil, and Chile are of the same ethnic origin and undivided by religious differences. They have the advantage of owning no overlord. Canada and Australia have become confederated, one in a dominion,



THREE FLEETS WORTH WATCHING.

The navies of Brazil, Argentina, and Chile, three Republics which are contemplating confederation. Argentina's huge dreadnoughts, *Moreno* and *Rivadavia*, are to be built in the United States. The London *Sphere*, which publishes this picture, calls the Brazilian *Minaes Geraes* "without doubt the most powerful fighting-ship in commission."

the other in a commonwealth, following the example of the United States.

What prevents the institution of a similar great South American Confederacy? According to the *Vossische Zeitung* (Berlin), Dr. Saenz Peña, President-elect of Argentina, and General Hermès da Fonseca, President-elect of Brazil, are actually to meet in the German capital for the purpose of consulting European statesmen on this question. An article written in a spirit of opposition to the preponderance of North American influence in the Latin Republics appears in the *Berliner Morgenpost*, a widely circulated morning and evening paper. The Monroe Doctrine, we are told, threatens South America with complete subjection to our commercial monopoly. The writer concludes as follows:

"The time has arrived for the three great Republics, Argentina, Brazil, and Chile, to unite and assert their independence of the Northern Republic, and to raise the cry, 'South America for South Americans!' By this means they will also strengthen the ties that bind them to Europe. . . . The German Empire would certainly favor such a movement, and is disposed to encourage the independent development of the South American nations in every possible way, short of compromising present cordial relations with the United States."

The press of the most important Latin Republic, concerned are, however, divided on this proposition. In Argentina it is looked upon with favor by the *Diario del Commercio*, the great trade journal of Buenos Aires, and indeed of all South America. This paper says that such an alliance will be absolutely necessary in the near future, and adds:

"Such a union of republics would augment the power of every state that should be party to it. It would assure the peace of the Continent, and if it were consummated the imperial dreams of Europe and the United States would at once be proved absurd. Such an alliance, which would leave to each such state its complete autonomy, could not fail to prove advantageous. When we consider the diversity of commercial products yielded by these three countries, it is easy to see what positive benefits would result from a *zollverein*, or tariff union, in increasing economic exchanges in trade."

THE NEW PRESIDENT OF THE ARGENTINE REPUBLIC,

Dr. Roque Saenz Peña, who is to visit Berlin to discuss the practicability of confederating Argentina, Brazil, and Chile.

The important *Prensa* (Buenos Aires) remarks that the project of such a confederation has been long in the air, but has never come up before the South American Governments for favorable consideration. This journal denies that the Republics are dreading our encroachments. On the contrary it declares:

"Never before have the sentiments of South America, and especially of the Argentine Republic, been more friendly toward the United States. At no period of our history has the Government at Washington inspired this country with more complete confidence than is felt at present. The cordiality which reigns in the relations of North and South America is perfect. . . . Surmisings to the contrary can only arouse foreign prejudices against the civilization of our land."—*Translations made for* THE LITERARY DIGEST.

UNCLE SAM TRIES TO FIND OUT WHY THE BELL OF PEACE WON'T RING IN SOUTH AMERICA.

—*Union* (Santiago, Chile).

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EGYPT PREDICTS BRITAIN'S EXIT

MR. ROOSEVELT'S speech on British rule in Egypt gives point to an article on the subject that has just appeared from the pen of one of the Nationalist leaders. That the territory which Lord Cromer so forcefully improved has disappointed England and that she contemplates evacuating the rich valley of the Nile and the Suez Canal is the substance of an article in a new organ of the Nationalist or New Egyptian party, the *Shoob* (Cairo). The author of the essay is Bey Salem, a rising young barrister.

"The most distinguished statesmen in England now desire evacuation," writes the Bey, "and are waiting impatiently for a good opportunity to justify their withdrawal from Egypt." This writer seems to have scored a clever "beat" on the press of Great Britain, whose columns contain no hint of this startling change of British opinion, and as he fails to name the distinguished statesmen who hold these views, the matter takes on the air of a deep mystery.

He derived his information, so he says, during a tour in England, where he met men well informed as to the opinions of statesmen, soldiers, and civilians. Their views were confirmed by the British residents of Gibraltar and Malta. "England," he says, "no longer appreciates the route to India by the Suez Canal." He finds that the English in Egypt are beginning to find out that the Egyptians are no inferior race and can actually govern themselves. Moreover, the British are disappointed with Egypt and wish to propitiate the Khedive. Thus we read:

"Englishmen in Egypt are no more proud or arrogant, and have adopted the policy of compromise and tolerance with H. H. the Khedive and the Government. Again, it seems as if England could not realize what she once hoped to get from Egypt.

"It is a well-known fact that when England first occupied Egypt, she thought she would benefit by strengthening her commercial situation in the Mediterranean which was then the center of commerce. This was not, however, realized in view of the fact that the Atlantic and the Pacific have taken the place of the Mediterranean as the best commercial centers."

Nor has the English Government benefited by the wealth of Egypt, which has passed into the hands of private companies, and Bey Salem declares that even the Suez Canal has become obsolete and practically superseded as a route to India. "The importance of the Suez Canal as a highway to India, etc., has now diminished since the construction of the Transsiberian and the Canadian Pacific railways." England has, in short, according to this writer, made a dreadful muddle of her Egyptian policy, and he confidently concludes that "the longer England stays in Egypt, the worse her political and commercial position will grow."

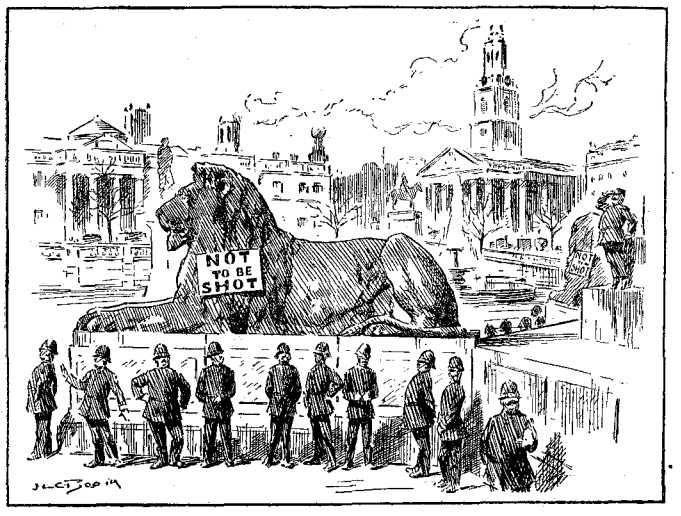
FRENCH TRIBUTES TO EDWARD

THE GREAT French papers show a very delicate sympathy in speaking of the funeral cortège of Edward VII. It was England's day of domestic sorrow—and next to that a day of sorrow for France. Thus the *Gaulois* (Paris) observes:

"A country so splendidly self-contained, so indifferent to other countries, so sure of itself, so admirably self-controlled, so conscious of its great qualities, so haughty over its faults, is the model people, a people likely above all things to identify themselves with their native soil, their King, and their flag. It was in vain that the Emperor of Germany came there on his white charger or that Mr. Pichon appeared in his carriage. These men were merely decorative and lay figures appearing at a ceremony which was above all a purely national function in which was being paid to a dead King and to his successor the national homage of regret and hope due from the English people."

Speaking of the way in which the Powers of Europe and America were represented at the funeral the *Temps* (Paris) interprets the solemn spectacle as a testimony to the friendship with which the late King of England was regarded by the rulers of the world. The sovereigns of Europe and the President of the United States joined in doing the last honors to a ruler whose aim, we are told, had won him the title of "Edward the the Peacemaker." This writer reminds us that the monarch to whom the world was exhibiting its respect had introduced a new factor into the domain of international relations, and we read:

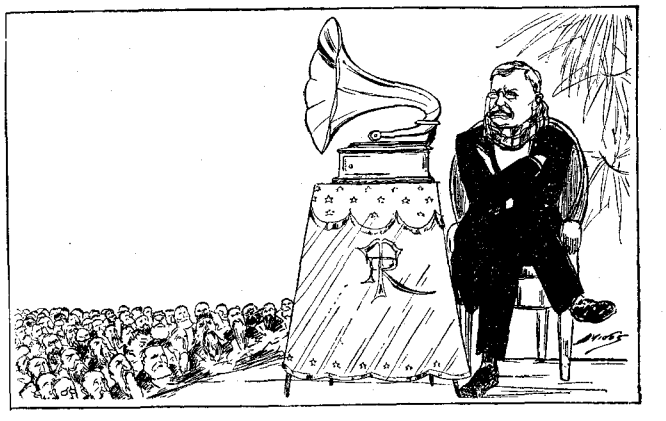
"The English people saw in the procession presented by the whole world at the bier of their sovereign a proof of the sentiment of esteem universally felt for him. We will not at this present moment insist on the personal note which also found an echo even in that moment of unanimity. We will simply confine ourselves to the remark that France took a special part in the grief of England because she recognized in Edward VII., as she had formerly perceived in Alexander III., a just comprehension of her own aspirations, her designs, and her resources. The clear-sighted sagacity of the deceased King, in preparing and realizing Anglo-French accord, was accepted by our country as a testimony of confidence and of sympathy. This accord introduced into the political order of the world a new element of equilibrium whose pacific and loyal value no one of the present day can realize. The work he then inaugurated subsequent events widened in its scope. There is no reason why we should not expect to see the same method applied in a larger sense, and further advances made on the same lines, advances of equal promise and value."—*Translations made for* THE LITERARY DIGEST.



A SUGGESTED PRECAUTION,

In view of President Roosevelt's visit to London.

—*Punch* (London).



ANYTHING BUT SILENCE.

Hoarseness may drive T. R. to this expedient.

—*Fischietto* (Turin).

OUTCROPPINGS OF EUROPEAN ENVY?

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MR. ROOSEVELT WALKING IN THE FUNERAL PROCESSION AT WINDSOR.

MR. SCHIFF EXPLAINS

AN ARMED CONFLICT between the United States and Japan was never declared by Mr. Jacob H. Schiff to be inevitable. His speech at the dinner of the Republican Club was falsely reported, he says in a letter to *The Japan Advertiser* (Tokyo). "Now that he has sent an explanation of his own speech," says a Japanese Government official to a representative of the *Yomiuri Shimbun* (Tokyo), "the Japanese are bound to accept it. . . . It would be a wise policy to bury the unfortunate incident in oblivion."

Mr. Schiff says in his letter to *The Advertiser*:

"I have never given it as my opinion, as has been variously reported, that an armed conflict between their and our country was a likelihood or a possibility. What in the main I did say was that the American people viewed with alarm the fact that a compact had evidently been made between Japan, Russia, and England in Manchuria which in the course of time was certain to lead to nothing but irritation, if not to an intense struggle, in which I counseled the United States should take part, 'not by might and not by power, but in the spirit of righteousness only.'

"It can certainly not give any satisfaction to the American people when they find Japan, to whom they had lent their unreserved support in its desperate struggle for self-preservation hardly more than half a decade ago, joining hands under the protection of England with their erstwhile foe who sought to crush them, and thus combine against the forces of civilization, who wish to see established a strong, self-reliant China rather than an impotent vassal state, a second India.

"America will be the last to deny Japan's dearly bought right to work out its manifest destiny on the Asiatic Continent, but Japan must not seek to do this by acting in unison with Russia, whose methods of government are not such that its 'blessings' ought to be permitted to extend beyond its own borders.

"Nor can it be right that the policy of development of a country of 400,000,000 people should be dictated through a compact between England, Japan, and Russia for their own purposes.

"I have not abated one iota of my respect and friendship for the people of Japan, and just because of this fact I have deemed it well to sound a note of alarm when I find these people entering upon paths which can only lead to complications and estrangement from those who in the past have proved their most disinterested friends."

THE CHINESE PRESS IN POLITICS

THE RECENT development of political sentiment in China appears principally in two cognate circumstances, the rise of the popular newspaper and the agitation for a national representative parliament, says Fernand Farjenel in the *Correspondant* (Paris). While there are two languages in China, the written literary style and the vernacular spoken tongue, it is only quite recently, we are told, that the spoken tongue, used by the common people, has been used in the daily or periodical press. Tho illiteracy is very prevalent in the Flowery Kingdom, yet so keenly has the propaganda been carried on for a national assembly that the opinions and arguments of the reform party are still brought to the ears and minds of the populace, as Mr. Farjenel shows in the following passage:

"Notwithstanding the vast number of the people incapable of reading a journal, even when printed in the spoken language, the influence of the press is still very great in every class of society. Every evening, in fact, throughout the towns and villages the Chinese love to assemble in groups to drink tea or smoke after the day's work is over. The man of each group who is able to read recites to them the news and comments upon it. It is thus that new ideas of reform are disseminated from one end of the Empire to the other. In this way the people in the remotest villages of Manchuria, as in Peking, are acquainted with the latest events and inventions of the Occident, and listen with delight to the account of Wright's or Paulhan's aeroplane exploits. . . . The Chinese of to-day by means of the press participate in the general life of humanity.

"Particularly are they interested in the hope of a general national assembly for China."

Their hope is fed by writers in the now extensive newspaper literature of China, as this writer tells us:

"Those Chinese who are active in politics desire the establishment of a parliament without delay. The Senate, as at present existing, does not satisfy them. They wish to have a national assembly which will really inaugurate a new government. The great stir in public opinion has reached a climax; it is a formidable wave of enthusiasm which is breaking upon the seats of monarchical power, and its force is already felt. The change is a serious one, favored by the rapidity of communication between all parts of the Empire. It is being

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enormously increased by the extension of the press in recent years."

The original press of China was intelligible only to the highly educated and had no direct influence on those who knew only the spoken language. "This class of journal did not meet the needs of the general population," says Mr. Farjenel, and "the need suggested the foundation of a new journalism, the *Péhoa*, or journals printed in the spoken vernacular." This new Chinese newspaper, we are told, is very much of the same contexture as that of the journals of Europe and America. The number of such publications is constantly on the increase, their circulation being from 5,000 to 10,000 each. In writing his article the author had before him fifty of the most important journals "published at Mukden, at Peking, at Hankow, at Tientsin, at Tchekiang, and the borders of Mongolia."

The large papers like the *Chenpao* or the *Sinwennpao* (Shanghai) "contain a quantity of matter equal or superior to that of the Paris *Temps*. Large journals are sold at three or four cents a copy, the small sheets at about half that price."—*Translation made for* THE LITERARY DIGEST.

AMERICA WINNING CHINA

EVER SINCE Secretary Hay defeated Lord Salisbury's scheme to divide up the Chinese Empire into "spheres of influence," or rather protectorates, among England and other European nations, China has shown special favor for American enterprise and trusted American statesmanship. Dr. Ernst Shultze goes so far as to declare in the *Preussische Jahrbuecher* (Berlin) that henceforth "China must necessarily prove to the United States the most important field for the exercise of the American spirit of enterprise." This well-informed writer thinks that "the Chinese Government is striving to open the way for the investment of American capital within her provinces to encourage the development of profitable enterprises." The American Tobacco Trust, it seems, has already erected a large factory in Manchuria, and in South China the Steel Trust is building furnaces for the manufacture of iron and steel.

America, therefore, declares this writer, will practically hold the balance of power between China and Japan:

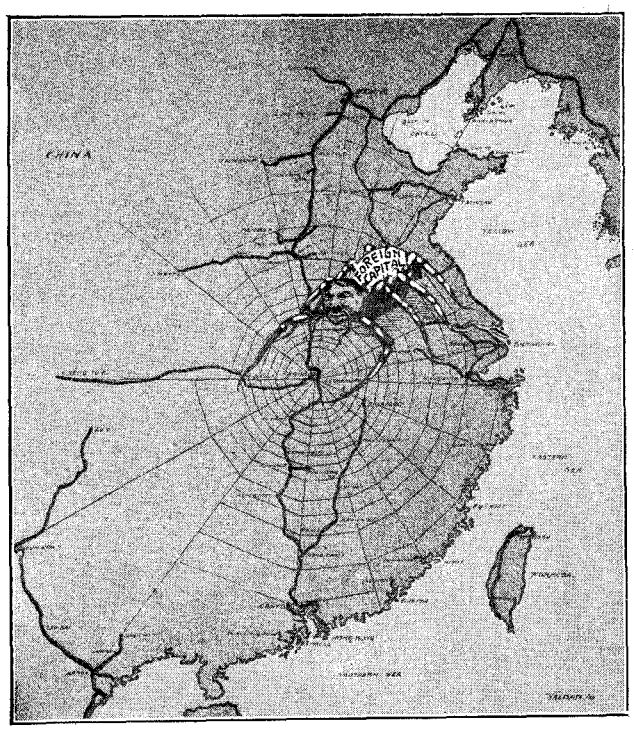
"The United States will also find it desirable to extend its political as well as its commercial influence in China. The Government at Washington may some time perhaps be called upon to interpose in preventing a clash between China and Japan, which would be disastrous to the interests of both parties concerned. In this emergency America could exhibit her diplomatic address in handling the two most powerful nations of East Asia. She would at least have the advantage of China's favor in aiming at the hegemony in the Far East. This doubtless is the reason why American diplomacy has labored to propitiate China."

This writer enumerates the various colleges founded by American money and conducted on American methods at Peking and other cities of the Flowery Kingdom. But the real influence of America in China, we are told, comes from the Chinese students who have studied in New England and other colleges, remaining from ten to twelve years in this country. Many of them on returning to their native country have taken high official positions. One of them was appointed president of the special commission dispatched from Peking to Washington in 1908. Tang-Schao-Yi is a graduate of Yale. Liang, the Governor of Middle Manchuria, is a graduate of Amherst. He was formerly a Chinese representative at Washington and is now president of the Canton-Hankau Railroad. Another highly placed official is Yen, who was educated at Lehigh, Pa. He is now chief engineer to the Kalgan Railroad which runs through the Nankau Pass, traversed by Marco Polo.

In the autumn of 1909 there were 600 Chinese students in American institutions of learning, we read, 100 of them being sent here by the Government at Peking. "Naturally in North America every means is resorted to in the treatment of these students to increase the influence of Washington in Peking."

America, declares this high German authority, is setting an example to European Powers anxious for influence in Asia. China sees her opportunity and grasps it eagerly.

It is significant, Dr. Shultze remarks, that Chinese students at Cornell, the universities of Pennsylvania, Columbia, and Harvard prefer the technical to the literary departments. Nineteen per cent. of them choose railroad engineering as their specialty, 13 per cent. machinery, 16 per cent. take a commercial training, while 9 per cent. become mining engineers, 6 lawyers, and 4 teachers. Art and esthetics are studied by very few. Thus it happens that when American capital is invested in China, American methods and American machinery actually succeed in almost Americanizing the country where "progress in the technical arts is made with much greater rapidity than even in Europe or America."—*Translation made for* THE LITERARY DIGEST.



THE RAILROAD SPIDER.
—*National Review* (Shanghai).

A DISCOURAGING TASK.
—*National Review* (Shanghai).

CHINA'S BURDENS.

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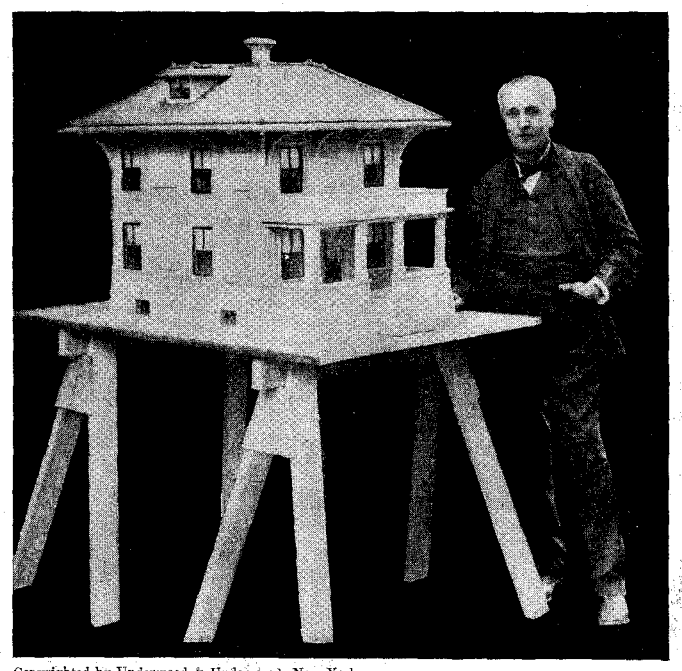
SCIENCE AND INVENTION

MR. EDISON'S ROSY VIEW OF THE FUTURE

THE NEXT half-century will be good to live in, if Thomas A. Edison is a true prophet. We have just begun to realize, he says, what electricity and mechanical appliances can do for us. In an article contributed to *Popular Electricity* (Chicago, June) he announces himself as one who is interested in the future of electricity rather than in its past. He writes:

"It is those that will work at the art in the next fifty years that are to be envied. We poor gropers of the last fifty are like the struggling farmers among the bare New England rocks before the wide grain-fields of the West were reached. The crops have been thin, without reapers or thrashers to harvest them. We haven't gone very far yet beyond Franklin or Faraday.

"Look at the simple chances of improvement in what devices are known to-day. They are endless. About one hundred million carbon filament lamps are made here every year, much the same in all essentials as a quarter of a century ago. We must break new ground. Lately the art has gone back to metallic filaments, bringing down to one-third the amount of current needed for the same quantity of light. That is only a step. The next stage should be to one-sixth, and, as Steinmetz says, carbon is still in the game, for many of its qualities render it superior to metal. It is the same way with electric heating and cooking appliances, very ingenious even now, and better than any other means; but ten years hence they will be superseded and in the museums with bows and arrows and the muzzle-loaders. As for the electric motor, it will not be perfectly utilized until everything we now make with our hands, and every mechanical motion, can be effected by throwing a switch. I am ashamed at the number of things around my house and shops that are done by animals—human beings, I mean—and ought to be done by a motor without any sense of fatigue or pain. Hereafter a motor must do all the chores."



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EDISON'S SOLUTION OF THE RENT PROBLEM.

Who would not forsake the crowded city for a home like this, he asks, so roomy, artistic, fire-proof, and inexpensive?

The same remarks, Mr. Edison goes on to say, apply outdoors. There is absolutely no reason, he asserts, why horses should be allowed within the city limits, for between the gasoline and the electric car, no room is left for them. They should go where the cow and the pig have already gone. A higher public ideal of health and cleanliness is working this out very swiftly; "and then we shall have decent streets instead of stables made out of strips of cobblestones." We read further:

"Electricity is the only thing I know that has become any cheaper the last ten years, and such work as I have indicated, tending to its universal use from one common source, is all aimed, consciously or insensibly, in this direction. I have been deeply imprest with the agitation and talk about the higher cost of living, and . . . I am convinced pretty firmly that a large part of our heightened expense of living comes from the cost of delivering small quantities to the 'ultimate consumer.'

"My poor neighbors in Orange pay four or five times what I do for a ton of coal because they buy in such small quantities; and thus the burden falls on the wrong shoulders. This appeals to my selfishness as well as to my philanthropy, for the workingman hasn't much left to buy my phonograph or to see my moving pictures with, if all he makes is swallowed up in rent, clothing, and food. I'll speak about rent a little later. In clothing we have got onto the universal 'ready-made' basis which has vastly cheapened dress while insuring a fastidious fit. When we come to food, let us note how far we have already gone in centralized production of the 'package.' I believe a family could live the year around without using anything but good 'package' food. What is needed is to carry that a step farther and devise automatic stores where the distributing cost is brought down to a minimum on every article handled. A few electromagnets controlling chutes and hoppers, and the thing is done. I wonder the big five- and ten-cent stores don't try the thing out, so that even a small package of coal or potatoes would cost the poor man relatively no more than if he took a car-load. If I get the time I hope to produce a vending-machine and store that will deliver specific quantities of supplies as paid for, on the spot.

"Butchers' meat is one of the elements in high cost of living that this plan may not apply to readily; but it is amazing how far, even now, automatic machinery goes in carving up a carcass. We shall simply have to push those processes a little farther. Thousands of motors are now in use running sausage-machines, for example. Besides I am not particularly anxious to help people eat more meat. I would rather help them eat less."

As for rent, that is going to be brought down, Mr. Edison tells us, by the molded or "poured" houses of concrete that he has devised, which can be built so cheaply, he assures us, as to rent for about $10 to $12 a month, with fair profit. He ends by asking:

"Who would not forsake the crowded apartment or tenement on such terms for roomy, substantial houses, fitted with modern conveniences, beautified with artistic decorations, with no outlay for insurance or repairs and with no dread of fire or firebugs?"

This is an optimistic view, but perhaps quite as sane as that of the pessimistic prophets who see nothing but war and degeneracy ahead.

TO LIMIT NIAGARA POWER BY TREATY—By a treaty recently signed by Great Britain and the United States provision is made for regulating the use of water for power purposes at Niagara Falls. The Canadian side is to be permitted the use of 36,000 cubic feet per second, while the New York side will be allowed to use 20,000 cubic feet per second. Says a writer in *The Iron Age* (New York, May 12):

"The amount allotted to the Canadian side will make possible a much larger development than is now in use, but as the developing companies are permitted by the Canadian authorities, as well as by the United States authorities, to transmit and sell in the United States at least half of the power generated in Canada, the New York side is benefited by the Canadian development.

"The 20,000 cubic feet allotted to the power companies on the New York side will make it possible for the Niagara Falls Power Company and the Niagara Falls Hydraulic Power and Manufacturing Company to perfect their development as originally planned. It will also leave a small amount of water for use in

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Lockport, where one company has a development to effect, which water is diverted from the Erie Canal. As considerable attention is paid to efficiency at Niagara, on both sides of the river, the water diverted may be expected to afford the highest possible results in power output."

THE ABOLITION OF RUINS

RUINS ARE doubtless very picturesque; but, if the French engineers are to have their way, that country, at least, will have no more of them. They have discovered a method of supporting crumbling cathedrals with concrete in such a way as to make them as good as new, if not somewhat better. A description of the way in which the Cathedral of Reims has just been preserved from ruin is contributed to *La Nature* (Paris, May 7) by Charles Henri Besnard. Says this writer:

"Once more has reenforced concrete shown how flexible is its use and what a part it may play in the delicate task of preserving historic monuments.

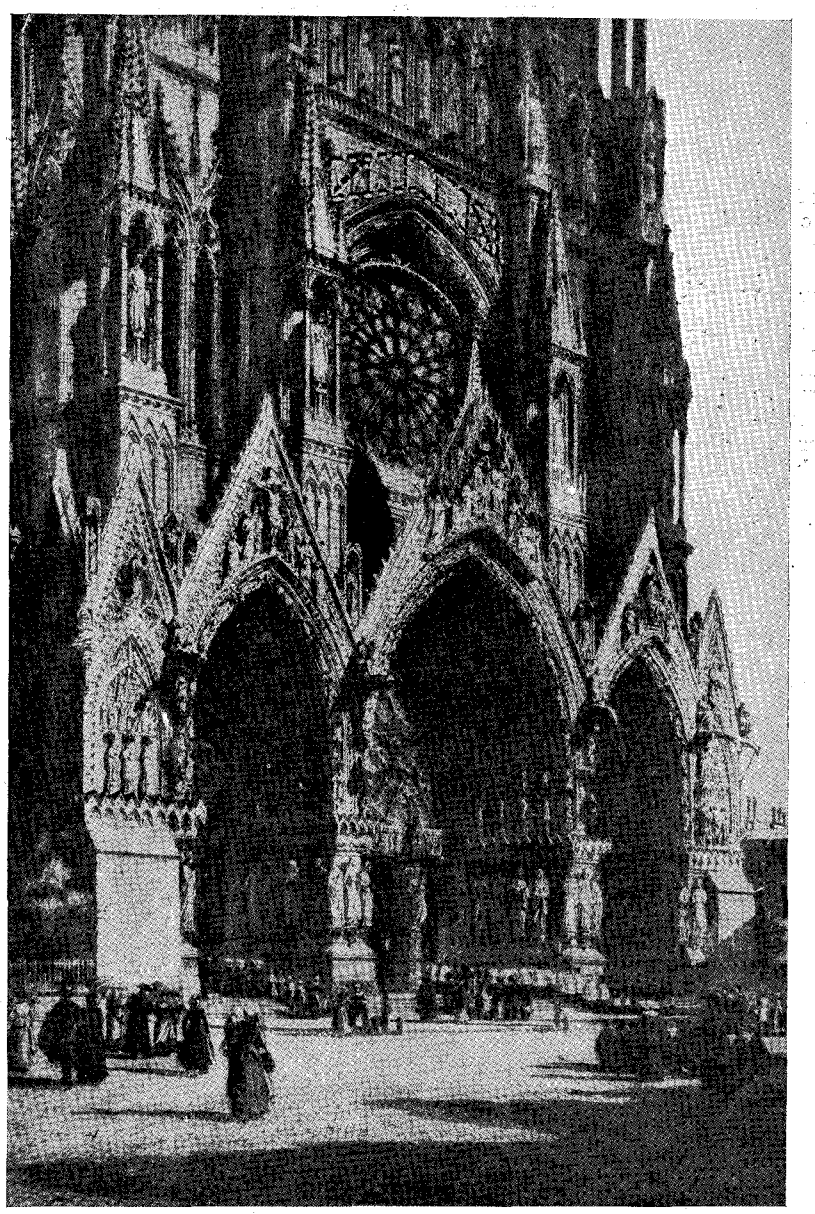
"The façade of the magnificent Cathedral of Reims was in an alarming state. The central rose had assumed, under a formidable weight, a disquieting buckle, the great front connecting the two towers having sagged so that the ornament on the top of the triangle was 32 inches lower than the normal.

"This being the case, Mr. Paul Gont, chief architect of historic monuments, being charged with the difficult task of restoring the cathedral, bethought himself to use reenforced concrete to support the front and relieve the rose-window by forming a truss between the two towers. . . . A platform in the rear supports two great arms, also of reenforced concrete, which hold the great front in its upright position and prevent its falling backward, as had been feared. . . . . .

"When we think of the enormous weight (more than 100 tons) that rests on this truss, whose members are only three inches thick, we realize the prodigious resistance of reenforced concrete. . . . .

"This work, which does the greatest honor to the talents of Paul Gont, shows at the same time in what a favorable light reenforced concrete is now regarded by the Commission of Historic Monuments, and how it proposes to effect their restoration. How many controversies there have been on the subject! Some wish to reconstruct everything completely, while others would leave them to fall into ruin, supporting them meanwhile by means of props. . . . . .

"Reenforced cement comes to our aid by furnishing prodigious strength, flexibility, and indefinite resistance to all destructive agents."—*Translation made for* THE LITERARY DIGEST.



SAVING THE FAÇADE OF THE REIMS CATHEDRAL.
The dotted line above the rose window shows the position of the concrete truss.

METALS AS ANTISEPTICS

IT HAS BEEN found that in many cases bacteria are killed by the presence of metals in very minute quantities, so that water may be sterilized by merely allowing it to stand in a metallic vessel. Interesting experiments made by Dr. A. C. Rankin, demonstrator in bacteriology at McGill University, Montreal, support this view. Says a writer in *The Lancet* (London):

"Sundry metals possess not merely a distinct inhibitory action upon the growth of molds, bacteria, and other micro-organisms, but exert even a germicidal power. Water containing the typhoid bacillus and kept in a clean copper bowl becomes sterile. When air is passed through water containing abundant colon bacilli there is no inhibitory effect. Relatively large amounts of pure zinc with large surface area, placed in water contaminated with abundant colon bacilli and allowed to act for one hour, bring about a recognizable, but not extreme, destruction of the bacteria. Aluminum and copper, under similar circumstances, have no perceptible effect. The same experiment repeated, but with the oxygen driven out of the water by previous boiling, proved that none of these metals had any influence upon the subsequent growth of the bacteria. From this it would appear that such bactericidal activity of zinc as manifests itself is associated with the coincident presence of oxygen. A much more intense bactericidal action is produced when air is permitted to bubble for one hour through water holding the colon bacilli in suspension in the presence of aluminum, zinc, and copper. With a sufficiency of the pure metal it is thus possible to render the water completely sterile with all three metals, and that when it contains abundant bacteria."

In some cases the sterilization appears to be due to the formation of chemical compounds, while in others the result would seem to be the direct effect of the metal in solution, altho the quantity dissolved must be extremely small. The writer goes on to say:

"The subject is clearly of sufficient interest and importance to merit further investigation, and it would not be surprizing if a key to the germicidal action of metals on bacteria in water is found in the ion.

"It is quite conceivable, at any rate, and especially with waters containing salts or free carbonic-acid gas, that in contact with metal there is some dissociation. . . . The question naturally arises in considering this subject whether it is possible that our metallic cisterns afford water-consumers any protection against microbic invasion."

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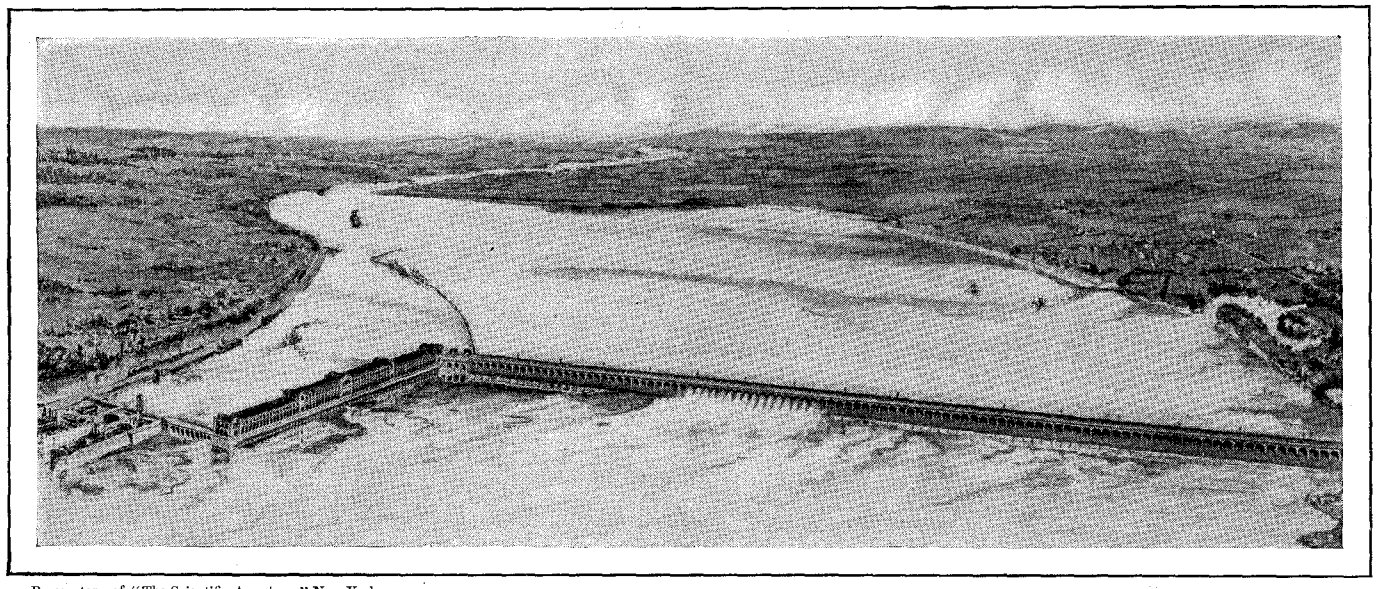

By courtesy of "The Scientific American," New York.

THE DAM BEING BUILT ACROSS THE MISSISSIPPI.

This huge structure, over a mile in length, is being built across the Mississippi at Keokuk, Iowa. The dam, which is broadly similar to the Assouan dam across the River Nile, is provided with 116 flood-gates to control the height of the floods. A lake 40 miles long will be formed and ultimately 200,000 electric horse-power will be generated in the power-house shown at the left of the dam.

DAMMING THE MISSISSIPPI

A DESCRIPTION of the great dam across the Mississippi, just begun at Keokuk, Iowa, is contributed to *The Scientific American* (New York, May 21) by W. P. Green. This work, Mr. Green tells us, will be excelled only by the monster dam across the Nile at Assouan and will be the greatest engineering feat in the history of the Middle West. It will stretch across the Mississippi at the foot of the rapids which lie to the north of Keokuk, and the stored energy of the river is to be used in generating over 200,000 electrical horse-power, which will be distributed throughout the Middle West. The first transmission line will run to St. Louis, 170 miles south, where 40 per cent. of the power is now under contract. Says the writer:

"The bed of the river at this point affords an excellent rock foundation. The dam will be built of reenforced concrete; and over 500,000 barrels of cement and 7,000 tons of steel will be required in the construction of this gigantic work.

"The dam, including abutments, will be 4,700 feet long, or seven-eighths of a mile. The spillway section will be 4,400 feet in length. The dam will rise 37 feet above the river-bed, and the base has a width of 43 feet. On top of the spillway will be placed 116 steel flood-gates, 30 feet wide and 11 feet high, supported by concrete piers. The piers are to be built integral with the dam, being carried down to bed-rock on the up-stream side. They will support an arched bridge, from which the gates will be operated by electric hoists. Through the manipulation of these gates the water above the dam will be maintained at a constant level at all seasons.

"Four-fifths of the dam, the 4,400-foot section, will extend in a straight line across the river, breasting the current of the broad river. The balance of the dam will be built approximately parallel to the shores and at right angles to the main dam. This portion, 1,400 feet long, 123 feet wide, and 133 feet high, will be occupied by the power-house. The substructure, built of massive concrete, will contain the water passages and water-wheel chambers. Upon this will be the superstructure, containing the electric generators, transformers, and switchboards. There will be thirty power-generating units, each consisting of a vertical steel shaft, carrying on the lower part two turbines, or water-wheels. On the upper part, on the floor of the power-house, will be the revolving parts of the generators.

"To keep floating ice and logs from entering the power-house, an ice fender will be built up-stream from the upper end of the power-house, curving in toward the shore. This will be 2,800 feet long and built of concrete masonry.

"The construction of the dam will entirely destroy the Government canal, built to carry shipping around the rapids. This canal now consists of three locks. In its place a single large lock will be built. There will thus be substituted for the canal a lake of deep water over a mile wide at the dam, and 40 miles long. The Government has given permission to build the dam. Landowners on both sides of the river will be given a fair price for all land overflowed as the result of the creation of the reservoir.

"The construction of this gigantic river project is under the direction of Hugh L. Cooper, of New York City. The work of excavation is well under way on the Illinois side of the river, and the project will be pushed as fast as the material is delivered at the site."

WHY BALLOONS ARE YELLOW—The up-to-date balloon is yellow, according to a writer in *La Nature* (Paris), not because aeronauts love this color, but because it protects the balloon from disintegration. We read:

"The yellow tint of all the covers of modern balloons, dirigible or otherwise, has been remarked upon. The choice of this color has been dictated not so much by esthetic considerations as by the fact that it is a capital condition of the balloon's preservation. Lieutenant-Colonel Espitallier explains this in a recent number of *La Technique Aeronautique*. The textile fabric that forms the envelop of the balloon is covered with a layer of caoutchouc which assures its impermeability, but on condition that the caoutchouc remains unaltered. Now india-rubber, even when vulcanized, deteriorates rapidly under the action of the violet or ultraviolet rays of the solar light. It must thus be protected by a yellow pigment that absorbs the injurious rays.

"In Germany, an anilin dye is considered sufficient; in France the use of neutral chromate of lead is regarded as necessary. This is easily recognizable from its more brilliant color. The lead chromate produces an effect that lasts longer than that of anilin colors; but, on the other hand, it must be applied before the last layer of rubber, and this can not be vulcanized; this operation would require the use of heat, which would destroy the yellow color of the chromate. This inconvenience is the more serious in that the rubber deteriorates far more easily when not vulcanized. The layer concerned, of course, is only the thin one spread over the external tissue, the cover of the balloon itself consisting essentially of a double layer of fabric enclosing an interior one of caoutchouc, which is always carefully vulcanized. Nevertheless, the alteration of the outside layer has an injurious effect on the whole envelop.

"In short, our balloons must be yellow; this must be considered as settled; but we have as yet no really satisfactory yellow pigment, so the aeronauts are calling loudly for the chemists to help them."—*Translation made for* THE LITERARY DIGEST.

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MODERN PSYCHOLOGY IN FICTION

IT WAS TO BE expected that Professor Münsterberg's exposition, in his book "On the Witness-Stand," of the practical possibilities of the methods of modern experimental psychology, would bear fruit in fiction, and hence we find a considerable number of detective stories in which these methods are made to play a star part. Perhaps the best of these is MacHarg and Balmer's "Achievements of Luther Trant" (Boston, 1910), which is not only readable but handles its laboratory methods with much skill. Of course the attendant circumstances are always such as to facilitate the psychological tests that ultimately detect the criminal, but this is more or less the case with all detective stories. The authors say, in their preface:

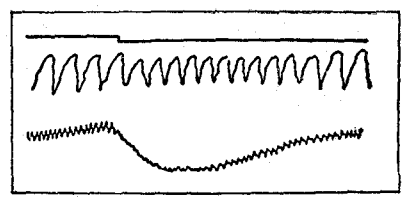
"Except for its characters and plot, this book is not a work of the imagination.

"The methods which the fictitious *Trant*—one time assistant in a psychological laboratory, now turned detective—here uses to solve the mysteries which present themselves to him, are real methods; the tests he employs are real tests.

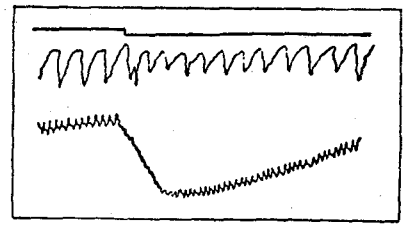
"Tho little known to the general public, they are precisely such as are being used daily in the psychological laboratories of the great universities—both in America and Europe—by means of which modern men of science are at last disclosing and defining the workings of that oldest of world-mysteries—the human mind.

"The facts which *Trant* uses are in no way debatable facts; nor do they rest on evidence of untrained, imaginative observers. Innumerable experiments in our university laboratories have established beyond question that, for instance, the resistance of the human body to a weak electric current varies when the subject is frightened or undergoes emotion; and the consequent variation in the strength of the current, depending directly upon the amount of emotional disturbance, can be registered by the galvanometer for all to see. The hand resting upon an automatograph *will* travel toward an object which excites emotion, however capable its possessor may be of restraining all other evidence of what he feels. . . . . .

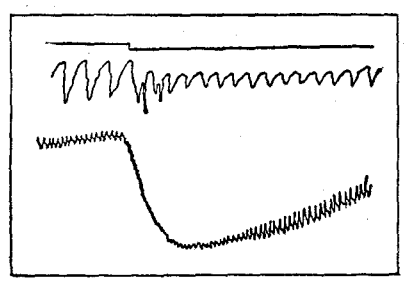
"*Luther Trant*, therefore, nowhere in this book needs to invent or devise an experiment or an instrument for any of the results he here attains; he has merely to adapt a part of the tried and accepted experiments of modern scientific psychology. He himself is a character of fiction; but his methods are matters of fact."



RECORD MADE WHEN TRANT SAID "A PRISONER IN THE ELIZABETHAN AGE."



RECORD MADE WHEN WELTER SAW THE PHOTOGRAPH OF A HEAP OF COFFEE-SACKS.



RECORD MADE WHEN THE SPRING WAS SHOWN TO WELTER.

In each of these diagrams the single break in the upper line shows the point at which an object or words expected to arouse emotion are presented. The wavy line just below it is the record of the subject's breathing. The irregular line at the bottom indicates the alteration of the size of the subject's finger as the blood supply increases or decreases.

The chief of *Trant's* methods is that so praised by Professor Münsterberg as an intelligent and legitimate adaptation of the "Third Degree"—the measurement of elapsed time between a suggestion and a response to it. An abnormal wait here means a guilty knowledge, and the psychologist may thus trap the criminal into an admission in spite of himself. It is in this way that *Trant* forces the wealthy philanthropist to confess that he knew how the professor came to his mysterious death in his college room; in this way he finds out who had been robbing the Chicago bank and who had kidnaped the Chicago business man's child. The problem of the murder in the Canadian woods is solved in another way—by cleverly showing that the suspected man has an abnormally delicate sense of weight, a peculiarity which the astute *Trant* sees that the murderer must himself have possest. In one of the tales, hypnotic influence is invoked—an excursion somewhat beyond laboratory limits. In most of the stories those limits are strictly observed. Mark, for instance, the laboratory atmosphere in the following passage, in which the "man higher up" in the Sugar-Trust scandal is unwittingly betraying himself:

"'Will one of you gentlemen,' said Trant, quickly, 'permit us to make use of him in the demonstration?'

"'Try it, Jim,' Welter laughed, noisily.

"'Not I,' said the other. 'This is your circus.'

"'Yes, indeed it's mine. And I'm not afraid of it. Schmalz, do your worst!' He dropt laughing into the chair the professor set for him, and at Schmalz's direction unbuttoned his vest. The professor hung the pneumograph around his neck and fastened it tightly about the big chest. He laid Welter's forearm in a rest suspended from the ceiling, and attached the cylinder to the second finger of the plump hand. In the mean time Trant had quickly set the pencils to bear upon the record sheet and had started the cylinder on which the sheet traveled under them."

The accompanying records show that the Sugar-Trust magnate is greatly affected by *Trant's* carefully chosen remarks or exhibits, and betrays it by his blood-pressure and respiration, altho his features are fully under control. *Trant's* words and actions, of course, are so selected as to remind him of the frauds that he is committing against the Government. Altogether the use of these methods in fiction is significant. Altho lawyers have frowned on them as extra-legal, it is quite possible that they may form, at no distant day, part of our regular judicial machinery. Various legal writers, however, have cast doubts upon Professor Münsterberg's ideas of psychology in the court room. In the case above noted, Welter was trapt into testifying against himself, but it should be remembered that no accused person is required to do so. In a magazine article we quoted last year, Judge Baldwin, of Connecticut, recalled that after Professor Münsterberg made a scientific examination of Moyer, and declared him credible, the jury did not believe him, and in Chicago "a man was hanged upon his own confession, whom Professor Münsterberg, without having examined him, pronounced innocent."

MEDICAL REFORM IN TURKEY—A marked change in the attitude of the Turks toward medical practitioners is reported by the Constantinople correspondent of *The Lancet* (London, May 7). He writes:

"Two or three decades ago no Turkish woman would ever have submitted to a physical examination by a doctor. All he could have persuaded her to do would be to show him her tongue through a rent in the *yashmak* or let him touch her pulse from behind a heavy curtain and in presence, of course, of an Argus-eyed eunuch or old female slave. Any attempt to apply a stethoscope to the chest would have been spurned as an impertinent presumption of Western 'barbarism.' No matter however severe the illness, the medical man could not go beyond certain strict limits of Islamitic usage and traditional custom. This is now changing, and changing rapidly. There are, of course, still many exceptions where antiquated views and conceptions are fanatically adhered to and practised, but these become rarer and rarer with each advancing year. Many Turkish women will now, when ill, voluntarily call on a medical practitioner, and never hesitate to submit themselves to a thorough physical examination. The general public opinion on these matters among the Turks is fast altering for the better."

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TALKING WITH THE BLIND-DEAF

THE GENERALLY adopted method of communication with the blind and deaf is that used in teaching Laura Bridgman, namely, the "manual alphabet," devised for speech with the deaf and dumb. This was, of course, designed to be received through the sense of sight, but the signs may be imprest upon the palm and recognized by the sense of touch. Other successful methods include that employed by the Prince Obolensky, in Russia, which consists in leading about the forefinger on a plate fitted with raised letters in Latin and Braille, and the impression of common letters upon the palm. Prof. A. Czily, of the Budapest University, who writes on this subject in *The Volta Review* (Washington, May), tells us of a blind and deaf gentleman of advanced age who not long ago in this way learned by heart a story in verse running to more than a thousand lines. A procedure employed in some cases consists in writing with the seized forefinger of the blind and deaf person, who, from the movement induced, recognizes the respective letters. Professor Czily goes on to say:

"I further heard of two methods seldom practised, and only remarkable for uncommon unwieldiness; they move our pity rather than arouse our interest. The one is based on giving to different parts of the body the signification of the several letters of the alphabet; speech is communicated to the blind and deaf person by touching the parts of the body in the required order. A conversation of that kind might afford a very curious and somehow alarming aspect. The other method of satisfying the want of mental intercourse is still more wearisome. The blind and deaf person repeats the alphabet from the beginning for each single letter of the intended word anew, to be stopt when the special letter is reached."

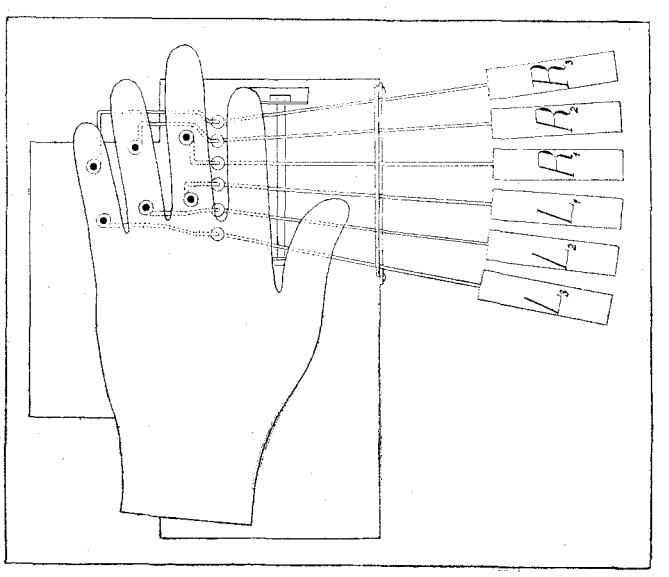
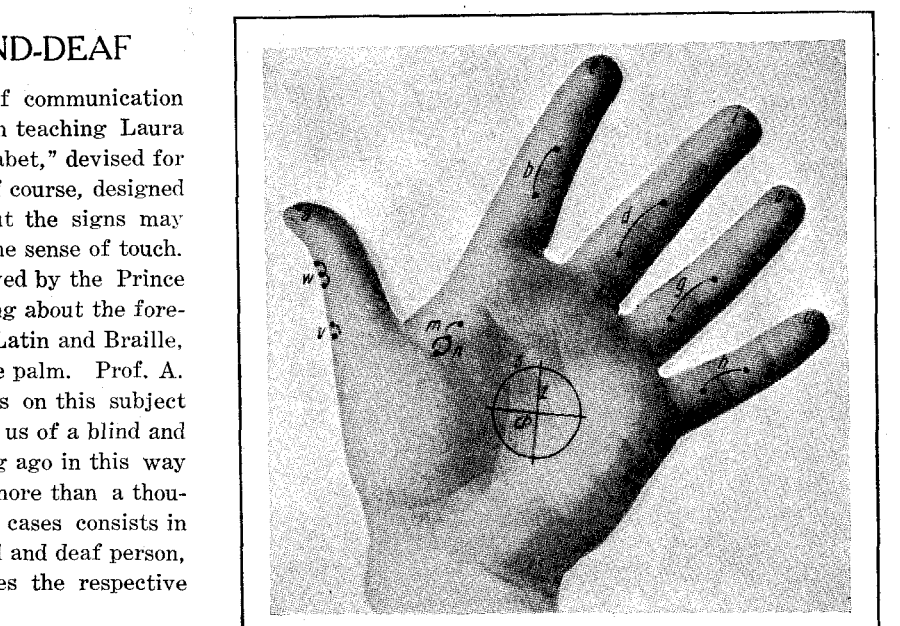


FIG. 3.—THE CZILY "TOUCH-TALK MACHINE."

On the right are the keys pressed by the operator; on the left is the imaginary hand of a blind-deaf person receiving the impressions.

A curious German finger-alphabet, that of Hieronymus Lorm, has an interesting history. Lorm became deaf and blind in his sixteenth year and devised his own method of communicating with the outside world. This is shown partially by the diagram, but its intricacy prevents detailed explanation here, as it also makes the scheme unavailable for teaching. It depends on touching different parts of the hand in different ways. A similar touch-speech has been devised by a Styrian teacher named Piepetz, and these



Illustrations used by courtesy of "The Volta Review," Washington, D. C.

FIG. 1.—DIAGRAM OF LORM'S "TOUCH ALPHABET."

and others like them are now widely used, especially in Europe. One of them, due to Adler, of Budapest, uses the point-letters of the Braille alphabet, widely employed by the blind. The points forming the letters are supposed to exist on three fingers of the hand, and the letters are indicated by touching as many points as necessary. This system, the writer notes, has the advantage that it may be operated mechanically. He writes:

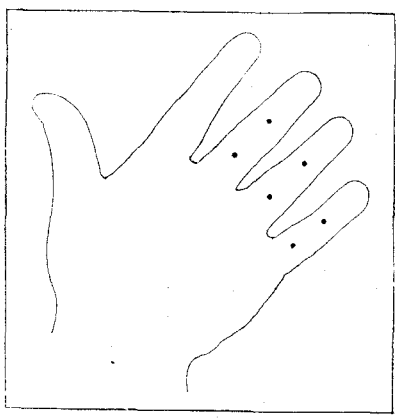


FIG. 2.—DIAGRAM OF THE BRAILLE "TOUCH-ALPHABET."

"I had a lever construction made (see the accompanying diagram) with six keys having the same distribution as that on the German Braille writing-machine of Picht. Each of these keys is connected with one separate peg in such a way that through pressing down the former the latter is lifted to a certain height. These corresponding six pegs are grouped in conformity with the arrangement of the six points of the Braille system, yet not in such close vicinity as on the above-mentioned machine for writing Braille letters; but, according to the purpose here in view, suited to the measures of the first and second joints of the last three fingers of the left hand.

"As it was my intention to experiment previously on myself and on other grown-up people, I took those measures from the full-grown hand. To serve the purpose more conveniently, a hollow cast of the left palm and fingers had been fixt to the top of the machine in such a position that each one of the last three fingers of the hand resting on it could be touched only by two of the pegs passing through proper holes in the mold when tipped up.

"The two central keys, L_1 and R_1, lift the two pegs for the middle finger, marking the upper pair of the Braille points. The adjoining two, L_2 and R_2, those of the ring finger, mark the middle pair of the points. The two outward keys, L_3 and R_3, lift the two pegs for the little finger, and of course mark the lowest pair of points."

Professor Czily reports that he hopes to perfect this system so that a single teacher or lecturer may by its means "talk" to a great "audience" of deaf-blind persons.

"THE novel idea of manufacturing false teeth of paper is reported by the exchanges from Germany," says *The Inventive Age* (Washington). "These teeth are prepared from wood pulp, of the same class that figures so largely in the manufacture of various novelties in the paper line. The new teeth are said to be entirely satisfactory in operation, retaining their color and being less liable to chip than ordinary false teeth."

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THE RELIGIOUS WORLD

RELIGION IN MODERN NOVELS

"IF I COULD write a book that recognized the spiritual side of man," said George Gissing, "where I now appeal to one reader, I should then speak to thousands." With this quotation Mr. Edward Mortimer Chapman, in his book, "English Literature in Account with Religion," emphasizes the practical value of religious subjects and ideas to the modern novelist. Predicating that literature owes much to religion and religion owes much to literature, Mr. Chapman does not try to balance the account. But in two concluding chapters on "The Newer Fiction," he shows how important a part religion has played in latter-day novels and romances. This is necessarily the case in all times, for

"writers of fiction are bound to take account of religion; partly upon general principles, because of the place which religious views and institutions hold in the life of all ages and races; and partly because each new generation has its own religious experiences and problems, which often seem of transcendent importance to its day."

The much ridiculed "Sunday-school book" of newspaper parlance, the "story in which the good are preternaturally good and the bad without redeeming traits," has been replaced, Mr. Chapman notes, by other tales that inculcate morality, but are not priggish, stilted, mawkish, unnatural, and dull. But while such books as these, along with popular biographies, nature-books, and volumes of travel and adventure occupy much space on the shelves of Sunday-school libraries, a new type of fiction has had enormous vogue. E. P. Roe's "Barriers Burned Away" and Miss Mulock's "John Halifax, Gentleman" represent a class of books marked with true piety and high morality that have long held their own. In addition:

"More recently there has arisen a type midway between the distinctively religious novel and the story of adventure or of manners, which may serve to connect this class with that which follows it. Mr. C. W. Gordon's 'Sky Pilot,' and some of Mr. Norman Duncan's stories, in their successful appeal to readers, make almost equal use of the conditions of frontier life and the experiences of missionary preachers or medical men. The instant acceptance of Mr. J. M. Barrie's 'Auld Licht Idylls' and the late John Watson's 'Beside the Bonnie Brier-Bush' was due to something more than a clever literary device. A story of humble life, told with genuine skill and out of first-hand knowledge, will always find readers. Charge such a tale with sentiment which upon the whole is true and sane, spice it with humor, sweeten and light the whole with the faith of wayfaring men who seek a celestial city, and it at once develops the elements of the widest if not the most permanent popularity."

Sarah Orne Jewett, Mary E. Wilkins Freeman, and others have arisen to interpret the tenderness, idealism, and self-sacrifice of the religious life of New England. Edward Eggleston gave us views of the Middle West both human and spiritual. Bret Harte, while

"he would doubtless have resented the accusation of preaching in his novels; yet, apart from his deliciously farcical verse, and his parodies, to the making of which he brought almost unique gifts, the bulk of his most significant prose is one long and ingenious endeavor to show the image of God, as it persisted, sometimes altogether hidden, more often badly defaced and obscured, in the souls of rude, profane, and even criminal men."

Having touched upon such novels of spiritual unrest as "John Ward, Preacher" and "Robert Elsmere," the successive appearance of which was once epigrammatized as "the epidemic of religious colic," Mr. Chapman writes of the religious historical novel as follows:

"The first attempts to introduce sacred scenes and persons into fiction were regarded with grave suspicion; but these qualms soon passed, and before the century ended the 'early Christian novel' grew so common as to become a sort of literary nuisance. Any 'prentice hand was liable to essay one, with results equally disastrous from the standpoint of good literature and of good taste. Yet this kind of writing found multitudes of readers: sometimes because it was genuine literature, not merely setting forth the circumstances of an early day, but interpreting universal problems and experiences in terms of them; sometimes because of its dramatic, or more often melodramatic, quality; occasionally because the hearts of men were honestly warmed as they heard sacred stories retold in common speech and saw the men of Scripture at their ordinary occupations; and sometimes, it is to be suspected, because the writers of these tales permitted themselves a larger latitude in showing the seamy side of ancient life than would have been possible but for their introduction of a sacred character or two; the presence of *Jemima*, *Keren-Happuch*, or *Kezia* serving as antidote to many an impropriety of *Zophar* or *Bildad*.

"Some of these books seem to have been composed with the idea of revolutionizing the received estimate of Bible characters; some because a 'shilling shocker' was more easily achieved in this than in any other way; and some have doubtless found place in the list of permitted Sunday reading under pretenses no less dubious than those which in Mr. Birrell's youth opened Borrow's 'Bible in Spain' to him on that day. Nor has English enjoyed any monopoly in this sort of writing; other languages have borne similar fruit, and much of it has been for export. Swedish has given us Victor Rydberg's gloomy and powerful 'Last Athenian,' and Polish has yielded Sienkiewicz's 'Quo Vadis.' The late Lew Wallace's 'Ben Hur' proved enormously popular in America, and has doubtless gone to Sweden and Poland to help keep the balance true. Walter Pater made use of one form of this same device in 'Marius the Epicurean,' and of course conferred literary distinction upon it. At the risk of giving offense in some quarters I should incline also to include here Renan's 'Vie de Jésus,' which has had a wide reading in English; for it is essentially a romance, marked by great literary charm, and occasional lapses into history.

"Mr. Andrew Lang wrote a characteristic essay upon this class of novels a few years ago in which he maintained that they answer in our day to the miracle and mystery plays of the Middle Ages. Their popularity certainly goes far to show the worth of religion as a 'literary asset'; whether they will leave any abiding mark upon literature remains to be seen. It seems to me doubtful."

Mr. Chapman extols Mr. Shorthouse's "John Inglesant" for its exalted use of religious mysticism, adding, however, that,

"At the opposite end of this class of books, among which 'John Inglesant' stands so high, we may look for the type represented by Miss Corelli's 'Barabbas' and 'Sorrows of Satan.' It would perhaps be unfair to place Mr. Hall Caine's 'The Christian' beside them, since it makes no considerable use of the pseudomystical. Yet the two authors seem in contrasting ways to make a similar appeal to the public—to which the public has somewhat greedily responded. The sentimental and bizarre treatment of awful or sacred themes has its reward in the gape or shudder of a day, in notoriety, and in dollars; and to such treatment the themes of religion are preeminently fitted; but literature knows its own and time brings its revenges."

In summing up the debt that literature owes to religion Mr. Chapman reminds us that "the popular study of the Bible as literature is a product of the century which we have traversed." And it is but natural that the work of many of our greatest writers should bear witness to the influence of religion; for,

"great literature can spring only from the deeper experiences of life. It can gain imperishable form only through high and sustained flights of the trained imagination. Religion searches the depths of man's heart; while at the same time it has been a chief inspirer of his imagination, holding visions before his eyes and fixing his thoughts upon themes of origin and destiny. It has led him moreover to think of these things, not as mere idle dreams or curious problems, but as personal concerns of vital moment. The influence of religion upon literature has been great, because the experience of religion has upon the whole been real."

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THE CLERGY'S EARTHLY REWARD

FROM A RECENT magazine article it appears that circus acrobats receive from $50 to $200 a week. Marceline, the clown of the New York Hippodrome, earns $10,000 a year, while "Desperado" earns $500 a week for what P. T. Barnum might have called his moral and educational feat of diving from the top of the tent to land on his chest upon a runway, far below. The reverse of the picture is reflected in a report of the Census Bureau quoted in the Washington correspondence of the New York *Evening Post*, which indicates that "the average annual salary of a minister of the gospel in the United States is about $663."

The figures are based upon reports received from 164,229 organizations, or 81.6 per cent. of the 201,351 organizations composing 102 denominations. Of the grand total of 186 denominations, 15 have no regular ministry and 69 either pay no stated salaries or have made returns not sufficiently complete to warrant tabulation. The figures in the tables are for each of the first four classes of cities, ranging in population from 25,000 upward, including their adjacent areas. Summarizing the report, *The Evening Post* says:

"The denomination showing the highest average is the Unitarian with $1,653, while the denominations next in order are the Protestant Episcopal Church, $1,242; the Universalists, $1,238; the General Convention of the New Jerusalem in the United States of America, $1,233; the Jewish congregations, $1,222; the Presbyterian Church in the United States of America, $1,777; the Reformed Church in America, $1,170; the United Presbyterian Church of North America, $1,096; the Congregationalists, $1,042; the Christian Catholic Church in Zion, $1,037; and the Synod of the Reformed Presbyterian Church of North America, $1,008.

It is to be noted that the figures as cited would show that the highest salaries are paid by the Presbyterian Church.

"Among the denominations showing an average salary considerably lower than the general average for the United States are the Advent Christian Church; all the Baptist bodies except the Northern Baptist Convention; the Christian Union; the Christians (Christian Connection); the Church of Christ, Scientist; the General Eldership of the Churches of God in North America; the Society of Friends (Orthodox); the colored Methodist Protestant, Wesleyan Methodist, and Free Methodist churches; the Salvation Army; and the Volunteers of America. In the case of most of these last-named bodies many of the organizations reporting are outside of the principal cities, and many of them are doubtless in rural regions, and this fact accounts largely for the comparatively low average salary. The low average shown for the Church of Christ, Scientist, is said to be due to the fact that most of those who serve as ministers, or readers, are persons having other vocations and not dependent on the salaries paid by the churches. In the case of the Salvation Army and the Volunteers of America, the allowances made for the officers serving at the various posts are usually based upon their probable expenses, and are practically limited to these expenses."

Naturally salaries average considerably higher in the larger cities than in the smaller towns and suburban districts. About how they vary in relation to population is shown by the fact that, for all denominations together, salaries range

"from $1,223 for cities of the first class to $1,110 for those of the second class; $1,063 for those of the third class; $972 for those of the fourth class, and $573 for the area outside of the principal cities."

Cities of the first class are those with a population of 300,000 or over according to the census of 1900; cities of the second class are those with a population of 100,000 to 300,000; of the third class 50,000 to 100,000, and of the fourth class, 25,000 to 50,000. The variations in salary of ministers of individual denominations, according to the population of their localities, are shown, in part, by the following figures:

"In the Northern Baptist Convention the average for cities of the first class is $1,580; of the second class, $1,420; of the third class, $1,381; of the fourth class, $1,248, and for the area outside of the principal cities, $683. The figures for the Disciples of Christ show a regular gradation from $1,326 per minister for cities of the first class to $1,250 for those of the fourth class; for the Methodist Episcopal Church, from $1,422 for cities of the first class to $1,187 for those of the fourth class; and for the Presbyterian Church in the United States of America, from $2,169 for those of the first class to $1,524 for those of the fourth class.

"In the Southern Baptist Convention, the average salary ranges from $1,793 for cities of the first class to $1,358 for those of the fourth class, and among the Congregationalists from $1,938 for cities of the first class to $1,512 for those of the fourth class, but in the case of both these denominations the average for cities of the third class is a little larger than for those of the second class."

In a few denominations the differences in amounts paid to ministers in larger and smaller cities are less pronounced, while in the Roman-Catholic Church little difference is made in accordance with population, "the reason being that in this denomination the salaries are fixt for the diocese, being in general the same for the rural districts as for the large cities."

A ROMAN COMEDY OF ERRORS

IN ORDER to illustrate what it considers the "unhappy bias" of the American Ambassador to Italy, the Catholic weekly, *Rome*, published in the Eternal City, tells an amusing story of a diplomatic incident more recent than the "Roosevelt affair," in which Ambassador Leishman also played a prominent part. According to this account, when General Woodford arrived in Rome to present to the King of Italy, in behalf of the Hudson-Fulton Committee, the gold medal commemorating New York's recent celebration, he bore also an address containing the following paragraph:

"In gratefully acknowledging this ancient obligation to your country, we are also happy in the knowledge of the many personal bonds which unite us to-day. In the large number of Italians who have come to our hospitable shores to make their homes; in the pilgrimages of the many Americans who continually go to Italy to visit your shrines of art or to derive benefit from your sunny clime; in the material relations of our reciprocal commerce; and in the spiritual relations which connect a large number of our people with their religious head in Rome, we have mutual ties which are among the strongest that can bind one people to another."

"A rather nice little address and perfectly harmless, is it not?" comments the editor of *Rome*, adding in regard to the signatures of prominent New Yorkers appended to the address, "in truth a very galaxy of celebrities, with only a single Catholic name among them."

When General Woodford called on Mr. Leishman to ask the Ambassador to arrange an audience with the King,

"Mr. Leishman admired the medal and read the address calmly enough until he came to the last clause referring to the spiritual relations which exist between so many Americans with the Pope. Then he told the General that it would never do to present such an allusion to the Pope. The envoy from America was completely mystified. It was a fact that a great many millions of American Catholics have spiritual relations witn the head of the Church; there was no offense intended to the King, but rather an indirect compliment to Italy, in the reference."

Yet the Ambassador insisted that the address must not be presented, and General Woodford, tho unconvinced, felt obliged to yield. However,

"the address was duly presented after all, owing to an amusing chapter of accidents. For it so happened that on the day appointed for General Woodford's audience with the King, Mrs. Woodford was received by the Holy Father, but as the envoy

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was about to proceed to the Quirinal he discovered to his dismay that the precious medal was nowhere to be found. Evidently Mrs. Woodford had locked it away. There was just a chance that she might return in time, but the moments flew by as quickly as they are wont to do on such occasions, and at last the General could wait no longer, so he jumped into a cab and sent his automobile off to the Vatican giving the chauffeur instructions to see Mrs. Woodford if possible, obtain the missing key from her, return to the hotel, open the drawer, get the package, and fly to the Quirinal with it as quickly as possible. It was perhaps the most forlorn hope that the gallant General was ever engaged in—but it blossomed. There was an unforeseen delay of some minutes in the audience, and just as the General was called to the presence of the King the panting chauffeur appeared on the scene and thrust into his hand the package containing the medal—and the unfortunate address which Mr. Leishman had vetoed. After the customary salutations the General handed the medal to the King, who admired it—he is an authority on numismatics—and thanked the committee for sending it to him. 'But I see you have something else for me,' he added, seeing the fatal document and holding out his hand for it. The General again capitulated, the King read the address, declared that he was very pleased with it, and the audience passed off in the happiest manner."

"LITTLE" SINS WORSE THAN CRIMES

MAY NOT the shrew, the family bully, be actually as culpable as one who kills in anger? If nagging, bad temper, jealousy, lack of charity and consideration, drive others to suicide or make life more bitter than death, may not those who indulge these "minor faults" be morally as guilty as those who commit crimes of violence? Such are the questions raised in a book by Dora Melegari, an Italian writer of distinguished family, born and reared in France, whose books in French are widely read throughout Continental Europe. The author's novel standard of moral measurement is presented in a book which appears in an English translation by Marian Lindsay under the suggestive title, "Makers of Sorrow and Makers of Joy." This title indicates Miss Melegari's system of ethical valuation. She judges deeds by their fruits. Discarding or subordinating old arbitrary standards, she would classify actions according to the degree in which they increase or decrease the sum of human happiness, or in which they benefit or injure others, as well as according to the degree in which they elevate or lower the spiritual nature of their author. Her system has been described as the pragmatic method applied to ethics. Let us, she urges, do away with hereditary, ready-made opinions, which we repeat mechanically and without conviction. Let us put away "the formulas of a dead psychology" which no longer satisfy us:

"This older psychology which divided men dogmatically into good and bad, wise and foolish, strong and weak, pure and impure, atheist and believer, contained too many, or too insufficient, shades of differences. Would it not be better and more practical to divide men henceforth into two new classes, corresponding to the future tendencies toward which we are drifting, 'Makers of Sorrow and Makers of Joy,' since every day it becomes more evident that this classification will become the true measure of a man's worth?

"Christianity seems foremost in returning to simple formulas and concentrating her forces on two principal ideas: The fatherhood of God, and the brotherhood of man. Hence brotherly love tends to become, and a thousand symptoms indicate its acceptance as, the true touchstone of religious life. Moreover, logic demands universal fraternity, because to refuse to recognize the visible brother is equivalent to denying a common and invisible Father."

Modern thought, we read, has rejected the medieval teaching that the sufferings due to injustice, bad faith, intolerance, jealousy, and wickedness are "trials sent directly by God, to punish us for our unfaithfulness and disregard for his commandments"; for we now realize "that the wounds that bleed are inflicted by the heartlessness and evil intentions of our fellow men." This being admitted, says the author,

"Why should a human heart be filled with hostile sentiments and envious desires for his neighbors' undoing? If man could only realize the sorrow he causes, he would perhaps learn self-control, and would reflect upon the responsibility he assumes when he yields to unworthy sentiments."

It is not sufficient that one should refrain from crime and keep to the letter of the Ten Commandments:

"The day will come when every sincerely good human being will be as careful not to be a maker of sorrow as not to commit deeds that are dishonest and cruel. . . . . .

"There are those who, on their path through life, quietly trample under foot the little flowers that grow by the wayside. Their brutal hands break and bruise all that comes in their way, and put aside with scornful indifference obstacles that annoy or impede their progress. The violent, the sullen, the unjust, and the jealous, torture the lives of others quite unconsciously, so freely is it admitted that detestable dispositions of this class do not debar possessors of them from being esteemed. This is exactly a point on which humanity needs to be reformed.

"Defects of character should be considered moral blemishes and treated as such. Public opinion alone can bring about a change in our manner of regarding these defects. The great essential is to change the current of thought, and, however feeble the beginning, it will with time grow and eventually will control men's minds. When once admitted that to torment one's neighbor is equivalent to stealing his purse, people will not so easily give way to their irritable, imperious, intolerant, and unjust tendencies."

Members of a family sometimes inflict upon each other slow, continuous tortures that are worse than death, but the world reprehends only the more obvious acts. Yet,

"Neither the brutal and violent, nor the wicked, are always those who most embitter family life. Unjust and false characters—the one vice or blemish is seldom found without the other—cause the greatest suffering, and the wrong they do is more subtle and dangerous. This statement may seem a paradox, but in reality it is not. The former class are seldom loved, or they cease promptly to be so; their acts are only exterior in their effects; they strike with their fists, and they can be struck in return, and the bruise of both soon heals. But the latter class administers the slow poison that finally kills. Certain natures suffer little from injustice and insincerity in their surroundings; nothing affects them so long as their personal interests and pleasures are not interfered with; but for truthful and sensitive souls, all contact with those two destructive forces—injustice and insincerity—represents a torture that not only exasperates, but humiliates."

The author dwells upon the dreadful effects of such unregarded evils as injustice to children which embitters, hardens, and depraves the soul; deceit; ingratitude; the constant nagging which so often as surely murders the victim as would the administration of a slow poison; even the harsh word, violent gesture, false interpretation of an act or motive which is "like a knife in the heart of a sensitive nature." Truly, the "sorrows that men unnecessarily inflict upon those whom they love will undoubtedly be counted for crimes at the bar of Supreme Justice."

On the other hand, "the makers of joy," the men and women of the helpful hand, kindly word and deed, and cheering presence, even tho their works be little ones, are among the world's truest benefactors. The author asks,

"Have you known any maker of joy? I have met several in my life, and am convinced that the continuation of the human race is due to them. Without the smiles they have called forth, the songs that rise in hearts they have cheered, and the radiance they diffuse into the lives of others, the sun would have long ceased to shine on a world sunk in sadness and gloom; the earth would have grown cold, and the last shivering man would have expired. They alone have saved us, and will continue to save us. Happily they are more numerous than the 'ten just men' whom the Almighty demanded of Sodom and Gomorrah, to save those two cities from destruction by fire and brimstone."

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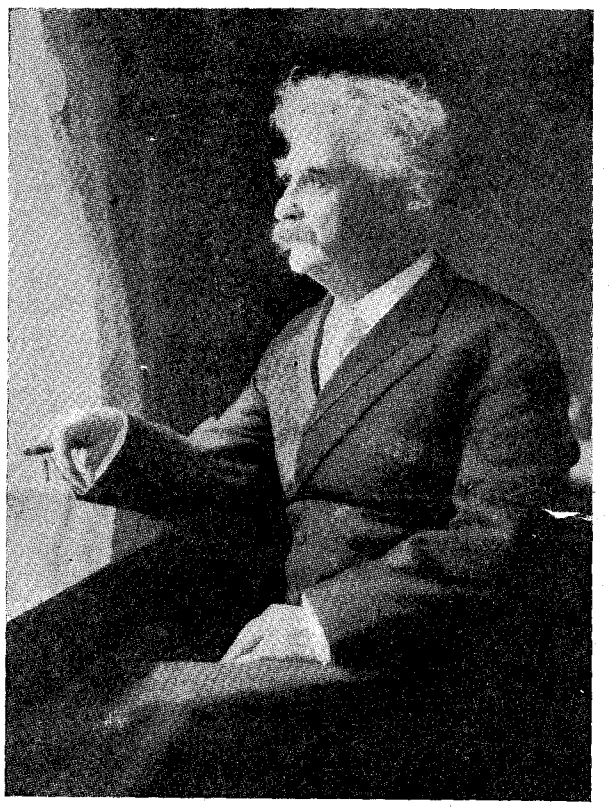
LETTERS AND ART

MARK TWAIN'S GOLD AND DROSS

NO LESS A CRITIC of human foibles than Max Nordau in the June issue of *The Bookman* says of our endeavors to forecast the judgment of posterity, that "the desire to anticipate its verdict, under all circumstances, reveals a laughable self-conceit on the part of the present generation." Yet this dictum does not prevent the publication, in the same magazine, of an article on "Mark Twain a Century Hence," in which Prof. Harry Thurston Peck courageously predicts what portions of the work of the great American humorist will be read by the coming generations, giving able arguments to justify his convictions.

What are the qualities of the true humorist? What is the true, unfailingly human note in the best work of a few men that awakens a prolonged chuckle through the centuries? In order to illustrate by historical example what qualities of American humor, the humor of Mark Twain, are eternal in their appeal, Professor Peck, with a characteristic preference for the classic, examines the humor of Juvenal, Aristophanes, and Horace, and finds that it is the personal appeal—the kindly humanity that "plays around our very heart-strings" and enables us to laugh with the humorist at our own failings—that is the indispensable requisite. "In other words," continues Professor Peck,



AN ENGLISH PHOTOGRAPH OF MARK TWAIN.

"the true humorist has a sense of humor which makes him see his own defects and smile at his own absurdities, not thinking himself to be any nearer perfection than is his neighbor. The key-note of humor, then, is tolerance, a sense of proportion, and a mellowness, all of which taken together make you love the humorist and feel personally drawn to him. But this is exactly why humorists are very rare, and why humor can be enjoyed only by those who have leisure to savor it and experience its full effect like that of a rare old wine."

The true world humorists whom Professor Peck admits to his Pantheon are, one Greek, Aristophanes; two Romans, Plautus and Horace; among Englishmen, Addison, Steele, Lamb, Dickens, and, to a certain extent, Thackeray; among Americans, Irving, Lowell, Bret Harte, and, possibly, Josh Billings, now temporarily under eclipse. To show the evanescence of American humor esteemed great in its day, he cites the works of Major Jack Downing, Mrs. Partington, John Phoenix, Petroleum V. Nasby, "The Danbury News Man," Artemus Ward, Robert J. Burdette, Bill Nye, Orpheus C. Kerr, Hans Breitmann, Ik. Marvel, Max Adeler, John Hay, Mr. Alden, and even Mr. Dooley.

And now, as for Mark Twain, how many of his works are largely of that pure gold which time can not corrode? Professor Peck answers:

"Going over the entire list of the many volumes to which this author set his name, there are only four or five at the most that are likely to last for a great length of time. I am certain that not more than three of them will be read a century from now. Perhaps it may be well to name the books under their respective categories, and then to give the reason for their comparative longevity. Therefore, I should say that the first two books—'The Jumping Frog' (1867) and 'The Innocents Abroad' (1869)—are never likely to go out of print or out of favor. 'Roughing It' (1872) will be valued both for its humor and for its history throughout many years. 'The Adventures of Tom Sawyer' (1876) and 'Huckleberry Finn' (1885) will remain for perhaps two decades. All the rest of Mr. Clemens's books may perhaps be sold by subscription agents among his 'complete works' for a certain time, but they will not be read. 'A Tramp Abroad' marks the beginning of a first decline. 'A Yankee at the Court of King Arthur' makes one feel sorry for its author. 'Joan of Arc' is distinctly dull; and 'The Autobiography of Mark Twain,' which has been dragging its slow way along for many months, is formless and in places without any meaning whatsoever. His best friends have regretted that he ever began to write it. It is to be hoped that his heirs and executors will suppress it."

The genuine worth of "The Jumping Frog" is evidenced by the fact that it has been translated into French without serious impairment of its humor. But "The Innocents Abroad" is Mark Twain's greatest book—the book in which "he plays about our very heart-strings":

"'The Innocents Abroad' was published forty-one years ago, and yet one could go on quoting from it indefinitely with an absolute certainty that every quotation would hit the mark and evoke Homeric laughter just as it did when the pages were fresh from the press. *Dan* buying gloves from a girl in Gibraltar; Mark Twain's first experience with a Turkish bath; Mark Twain weeping at the grave of Adam—these and a score of episodes are already classic, and they will remain so. This is true of 'The Innocents Abroad.' It is not true of any other volume to which the author set his name. . . . . .

"Therefore, if Mark Twain's reputation stands—and it certainly will stand—it will be upon 'The Jumping Frog' and 'The Innocents Abroad.' It is only short-sighted persons who talk of Mark Twain's profound 'philosophy of life.' He had no philosophy of life, any more than Fielding had or Steele or Harte. But, like them, he had an instinct for pure humor, which was most effective when it was most unconscious. There was the irreverence of Juvenal and his unexpectedness; but more than all else was that wonderful gift of projecting an absolutely humorous and winning character. Addison has given us *Sir Roger*, and Dickens has given us a whole portrait gallery; but Mark Twain created just one personage with whom we laugh or wonder or are indignant, and this personage is Mark Twain himself—Mark Twain, be it understood, and not Mr. Samuel L. Clemens. A century hence, or two centuries hence, the dross will be separated from the gold, and men and women will still take infinite delight in *Smiley* and *Dan'l Webster*, but most of all in the man who was essentially American, right-minded, telling truths in the spirit of one who jests, and giving to those who choose his earliest books a pure and wholesome and natural enjoyment."

Prof. William Lyon Phelps, of Yale University, however, places "Roughing It" above "The Innocents Abroad," and, in *The American Review of Reviews*, says, "Mark Twain was a greater artist than he was humorist; a greater humorist than he was philosopher; a greater philosopher than he was thinker."

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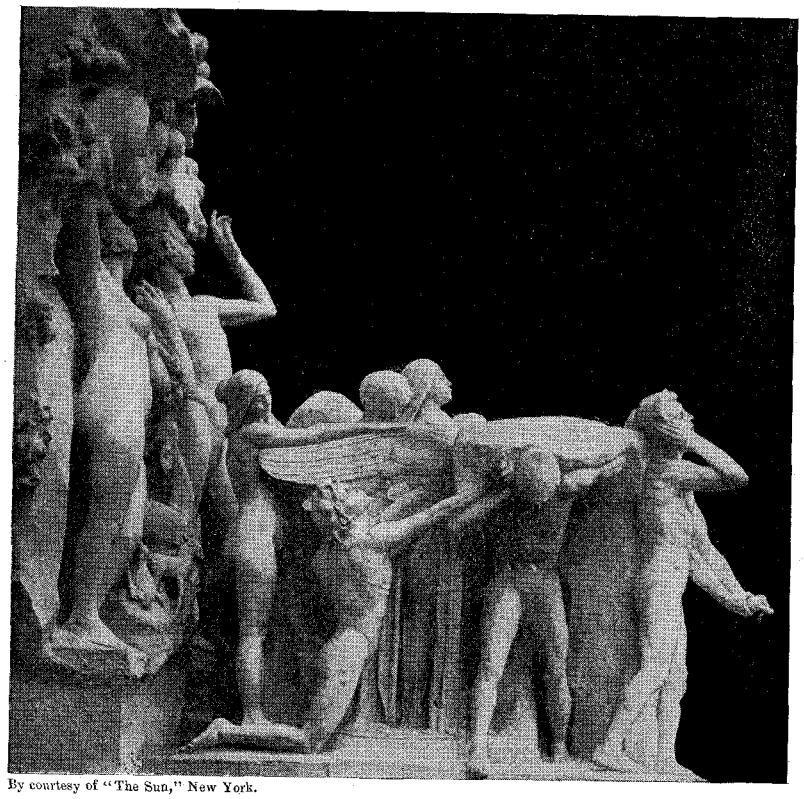
AMERICAN TYPES IN SYMBOLIC ART

AMONG THE saddest effects of the scandals in connection with the construction of the Pennsylvania State Capitol at Harrisburg, were the financial burdens that they indirectly threw upon the sculptor, George Gray Barnard, together with the temporary thwarting of his worthy ambition to give his native State a fitting memorial of his genius. For three years' work upon the Capitol was suspended. Mr. Barnard, in 1906, was forced, by the need of funds to pay the wages of his workmen, to abandon his work, and to go into the business of hunting antiques. But a year ago last fall arrangements were made by which Mr. Barnard was enabled to devote himself to his chosen task, with the result that two remarkable groups for the Pennsylvania Capitol, "The Burden of Life" and "Work and Fraternity," are now ready for exhibition in the Paris Salon.



By courtesy of "The Sun," New York.

"THE BURDEN OF LIFE."
By George Gray Barnard.
In this work "there is depicted the interdependence of youth and age, the different phases of spirit with which the common burden is borne, and the life of the flesh on earth."

In these groups, says the New York *Sun*, there are something like thirty figures, all of heroic size, to present ideas that the sculptor's mind has been evolving for many years, perhaps from his eager boyhood when he felt that "the great hand of God was at his back." Describing Mr. Barnard's production the New York *Sun* continues:

"Here in his 'Work and Fraternity' Barnard tells again the story of Adam and Eve, tells it twice in fact; once the old, old story of humanity's experiment of life without knowledge, which will never be made again, as Barnard says, and again in a new version, a version of this new land, with its new experiment of life, with all the knowledge that can be attained and all the freedom of labor which shall some time bring surcease of travail. In the old story there are things concealed, blinked; but as the enactment of that story played its part in the life of humanity it is here portrayed, but blanketed and overshadowed by the newer version, the newer life.

"It is a bold departure which Mr. Barnard has made in this new version, for he has done nothing less than take an American young man and an American young woman to figure Adam and Eve. He has not only used these American figures, but in this instance alone in these groups he has gone so far as to make portraits, and the new Adam and the new Eve of Barnard are intended to be truly and veritably Americans, facing boldly the world ahead, the world of labor truly, but they are looking to the westward, to sunset, the sunset of labor's long day; and looking toward it not with dejection or under the oppressive weight of a sentence of condemnation, but hopefully, fearlessly, with a readiness to take upon their young bodies all the work that a dauntless spirit dictates.

"Among the laborers who come after them brotherly helpfulness is shown, and with the tools of labor appear its fruits. This is a part of what Barnard is saying in his sculptures, in which brotherhood and motherhood and labor speak in plastic gesture for him.

"In 'The Burden of Life' again brotherhood is a strong note, and there is depicted the interdependence of youth and age, the different phases of spirit with which the common burden is borne and the life of the flesh on earth; and Mr. Barnard does not forget to emphasize without undue insistence the place of peace figured in doves. In his heroic sculptures the enginery of muscular force stands out more prominently than mere delicate beauty."

The Sun tells us further that it is reported that Mr. Barnard is to receive the Cross of the Legion of Honor from the French Government, and that his sculptures may be exhibited in New York before they are put in place in Harrisburg.

DEFENDING LITERARY "FADS"

A SAD FATE seems to doom certain writers to be the butts of condescending criticism. Browning used to be one of these; Henry James and George Meredith are more or less the victims of to-day. People who admire them hardly dare say so for fear of being accused of affectations. Their vogue is called a "fad." So great a man of letters as Mr. Howells said the other day in the New York *Sun*: "The fad for George Meredith I do not think will continue." His reason, it appears, is that the fad is "founded, not on love for him, but on critical resolution." "He was a great writer, but not a great artist." These statements Mr. Howells backs up by owning: "I judge from not being able to read him." It is a weak place in his armor which is quickly found by the literary editor of the Chicago *Evening Post*, who plants this arrow: "Precisely. It is the counterpart of that charge of insipidity which is made against Mr. Howells by people who have not been able to read him." This writer goes on:

"It is convenient to decide that if a man cultivates an author whom we ourselves find it difficult to read he must therefore be pursuing a fad. It is convenient to decide that his apparent devotion is not inspired by love, for if he found anything to love in his author, so should we. It is eminently convenient to picture the man who accepts a task we have relinquished ourselves as dragging himself stiffly and painfully up to flinty heights that are scarcely worth achieving and that can only be achieved by inexorable will.

"But when it is granted that Meredith is not a direct and simple artist like Tolstoy, and does at times fail to illude in the way that Tolstoy always illudes, the fact remains that there are misguided people who do positively enjoy reading him. They buy him, these faddists. They spend hours wrestling him with critical resolution. They quote him. They even apply him to life and apply him in living—and all the time overlook the fact that his vogue is not to continue, that he is not a great artist, that he is merely a 'great writer.'

"Mr. Howells is right in assuming that it takes resolution to read Meredith. Meredith doesn't glide like a comfortable craft under steam, bearing the reader satisfied and at home. On the contrary, to travel with him is an effort. He bristles with questions. He is for the most part provocative. To read him is, literally, to be very much exercised. But is it impossible to enjoy a challenging companion? Mr. Howells reminds

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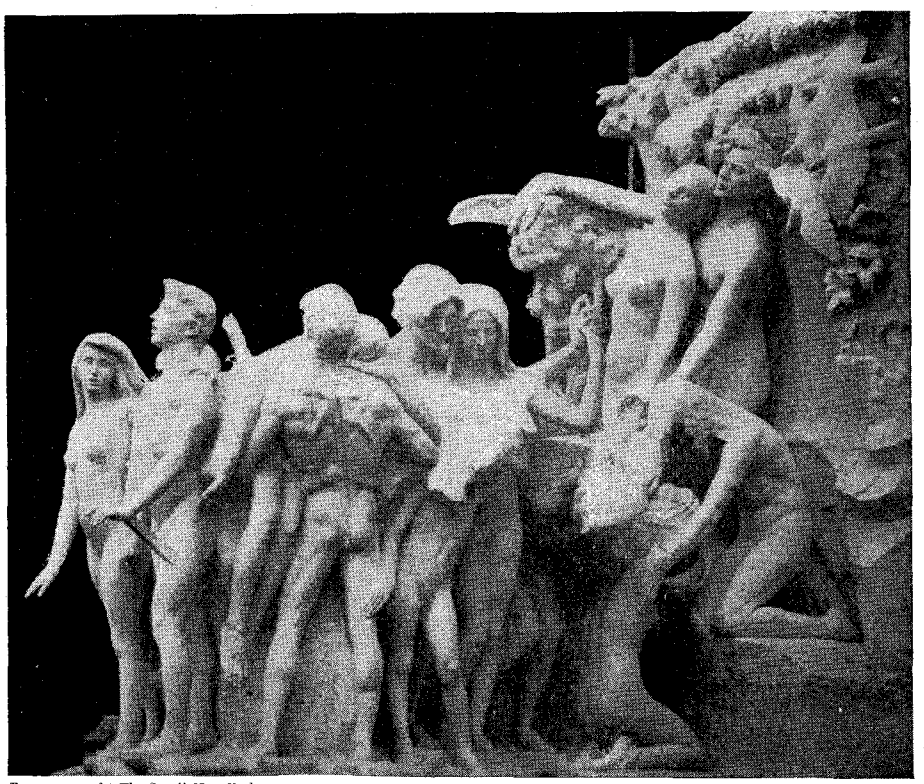
one of those languid Orientals who kept assuring the young American pedestrian that if he walked he would get tired. The tourist realized that such an extraordinary thing was perhaps possible, but wasn't he willing to get tired?"

It may be that the "Meredithians" have exasperated the dean of American novelists, suggests this writer, just as the Browning Society has proved a trial to most outside its pale. We read:

"Hero-worshipers are a nuisance. We are quite sure it was some gushing lover of the cute and cunning baby who drove Herod to the massacre, proving that the innocence of the object is no guaranty that its worshiper won't be highly objectionable. But because Meredith is the victim of inordinate and orgiastic admirers, must he be seriously condemned? Merely because there are Meredith faddists, must Meredith be a fad? You might as well argue that there is something the matter with the lily because it incurred the admiration of the esthetes.

"Too many readers are lazy-minded to make it necessary for Mr. Howells to deprecate George Meredith. And even if the Meredithians must admit that their hero was not a great artist, what of that? Is there no excuse for a great writer? If you really enjoy a man, and profit by him, does it matter supremely whether you do it by a title that begins with A or by a title that only begins with W?"



By courtesy of "The Sun," New York.

"WORK AND FRATERNITY."

By George Gray Barnard.

Here "Barnard tells again the story of Adam and Eve"; but "the new Adam and the new Eve of Barnard are intended to be truly and veritably Americans, facing boldly the world ahead."

HOW NOT TO JUDGE POETRY

THE POETS we like are not always the ones liked by the man who sits at our elbow. In fact, there is a perverse likelihood that the man next will not like what we like. Such a condition of things leads one naturally to ask just what poetry is and is not, and Mr. Andrew Lang takes up the cudgels with Mr. Arthur Symons in trying to find an answer. He quotes Mr. Symons as saying, in a book on "The Romantic Movement in English Literature," that "poetry is a reality, an essence, and is unchanged by any change of fashion, and it is the critic's business to find it where it is, to proclaim it for what it is, and to realize that no amount of historical significance or adaptability to a former fashion can make what is bad poetry in the present century good poetry in any century of the past." Mr. Lang answers this seemingly hard-and-fast dictum by asking if it does not depend a good deal on the personal equation. To Swinburne, Euripides was a bad poet, observes Mr. Lang; but, then, Mr. Gilbert Murray finds Euripides a good poet. If a poem was reckoned good in the thirteenth century and a man, Mr. Symons, for example, should be "out of tune with these remote periods, the poem is a bad poem to him in this century." Mr. Lang proceeds, in *The Morning Post* (London), tossing the ball back and forth with Mr. Symons in a fashion like this:

"To take an example, does he find plenty of very good stuff in Layamon's 'Brut' (about 1400), or not? I do: but nobody else does, and yet I can give reasons for my faith. In the same way, several *chansons de geste*, of the twelfth and thirteenth centuries, are good poetry to me, and better to Mr. Saintsbury; but we do not find sympathy in this century.

"In Mr. Symons's mind, 'the poetry of the eighteenth century has no fundamental relation with the rest of English poetry.' The poets of that age are not 'the jockeys for him,' they *are* the jockeys for Mr. Courthope. Mr. Symons finds 'some of the eternal signs of poetry' in Collins at his best, and apparently almost nowhere else. To me the signs lie on the surface also of Gray's, Thomson's, Dr. Johnson's, and other poets' work, not to speak of Burns, Blake, and the meteoric Kit Smart. But, not having read Pomfret, I can not answer Southey's question, 'Why is Pomfret the most popular of the English poets?' except by supposing that Pomfret was nothing of the kind. Of course, Mr. Symons does not reckon Burns as of the eighteenth century at all, tho he often was, when he did not 'find a length'; and Mr. Symons lets Blake out of the nineteenth century, which is fair. But, to come to actual instances, and wrangle or agree about them, Mr. Symons says that 'Coleridge, with Hogg, brought a new witchcraft into poetry.' The remark on Hogg is as welcome as unexpected. I must whisper it over the Shepherd's tomb in Ettrick or Yarrow. When Mr. Ward's book of selections from English poetry was published, Hogg was put off with a single extract, a song about 'Billy and Me.' This horrible injustice Mr. Symons corrects. In fact, I am ashamed to say that tho the Shepherd was my countryman, and I have fished all the waters on which his heavy line is said, by lively tradition, to have fallen with a splash, I have read little of his poetry. But here is a sample. In editing Burns's songs Mr. Henderson takes 'Over the Water to Charlie,' in Hogg's 'Jacobite Relics,' to be a blend of Hogg and Burns. I think that the song is, mainly, popular and traditional. However this may be, Hogg's version has a verse not in Burns's:

I ance had sons, but now hae nane,
I bred them toiling sairly,
And I wad bear them a' again,
And lose them a' for Charlie!

"Whether this be Hogg's, or be traditional, it affects me as poetry does; as 'Had we never loved so kindly' does; but who can tell whether or not it is poetry to Mr. Symons? The personal equation comes in. As I write the words my eyes fall on an anecdote in 'The Reminiscences of Charlotte Lady Wake' (1909). On the death of the Princess Charlotte (1817) Lady Wake carried the news to an old Scottish woman, aged a hundred and five, who said: 'Ah weel, since Prince Charlie didna get his ain, I kent there maun be a king in the land, but I dinna care and dinna ken wha it might be.' This kind of woman might have said what is said in the verse of the song: and to me it is poetry of the best, even in this century. But who can tell that it is poetry for Mr. Symons or any other man? Whatever is couched in lyric form, and moves a man deeply, and seems passionate and sincere, must also, to him, seem poetry, tho to Carlyle it seemed 'Charlie over the water nonsense.'"

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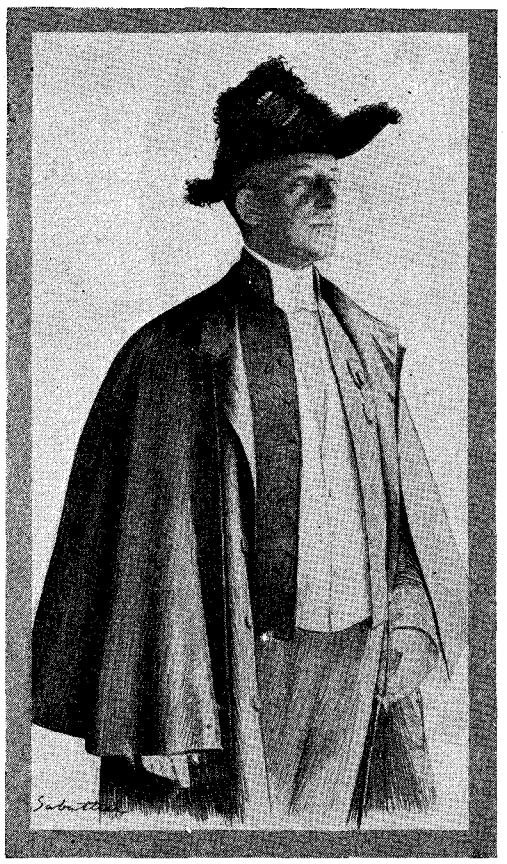
BRIEUX: A PARISIAN TOLSTOY

"YOU CONCEIVED the idea of the 'useful play,' whose object is, not merely to make people think, but to make them live more nobly." The induction of Eugène Brieux into the Académie Française, with phrases such as these, is looked upon as more than ordinarily significant. For the underlying principle of French dramatic endeavor is popularly supposed to be "art for art's sake," with little regard for ethical values. So the honors paid to Brieux, whose plays, however unpalatable their details may be, are admittedly instinct with moral purpose, are regarded by the more serious-minded as in the nature of tribute to a loftier literary ideal. To American theatergoers, Brieux is best known through Anglicized versions of two of his plays under the titles, "The Three Daughters of M. Dupont" and "The Incubus," which were presented in this country in the face of the discouraging fact that they dealt pretty frankly with social conditions which, tho familiar enough to Continental Europeans, are less familiar in this country.

Brieux, "the most somber of modern authors," as he is styled in the Paris *Figaro*, was elected to the Academy as an "Immortal" to fill the vacancy left by the death of that jocund writer, Ludovic Halévy, and custom required that he should deliver a eulogy of his lighter-minded predecessor. Mischievously touching upon his lack of success in this uncongenial task, the Marquis de Ségur, in his address of welcome to Brieux, is reported in *Le Figaro* as saying:

"To bring the author of 'Les Remplaçantes' and 'L'Engrenage' into close quarters with the author of 'Froufrou'—what a startling contrast! What a clash of opposed talents! And what fun for your new colleagues! We watched your behavior somewhat as the crowds at the circus watch the lion, in a secret hope that he will eat his tamer."



BRIEUX IN HIS ACADEMIC ROBES.

He first intended to be a missionary, but observed that there were as many heathen in Paris as in distant wilds, and resolved to be an apostle to the Parisians. They have seemingly approved his resolve.

Indirectly quoting de Ségur's pictorial biography of the new Academician, *Le Figaro* continues, as quoted in the Boston *Transcript*:

"Eugène Brieux was born in Paris. His people were 'artizans established in the faubourg of the Temple.' Next we find him going to school to the Frères de la Doctrine Crétienne. Eugène is studious, serious, already given to meditation. 'The noisy games of other boys of his age fail to attract him.' Later, he scorns 'the wild dissipations of his comrades.' 'Early left an orphan, the dreamy, solitary boy lives in his imagination, and passes readily from enthusiasm to melancholy.' He thinks of becoming a missionary and of going out to convert the savages. Then, he reads Goethe's 'Faust' in a cheap edition, and fairly 'gets drunk' on it. He continues his reading, beneath any gas-jet he can come near, to avoid the expense of candles. Greek he despairs of learning, but he devotes himself assiduously to Latin. At seventeen he goes to the theater for the first time, and is completely carried away. Next, he observes that there are as many heathen in Paris as in the distant wilds; he gives up his plan of turning missionary and resolves to be an apostle in Paris. Finally, Eugène is received into the Académie Française. It is the deserved reward of his talent and his zeal. Moral: talent and zeal are sometimes recompensed.

"In Provence M. Brieux has a house that he built with his first savings. Over the door he has written these words: '*Je suis venu ici pour être seul*' (I came here to be alone)."

When Brieux made his début as a dramatist with "Menages d'Artistes," his novel methods at once made a sensation. Said de Ségur:

"Accustomed to the methods of the usual playwrights, the manager of the Théâtre Libre was filled with astonishment when he read your play. For this maiden effort of yours had a startling freshness and showed a daring that verged upon extravagance. Would you believe it?—the author actually championed sound morals as against folly, and the family as against chaos. He went the length of depicting a prosperous home that was not befouled by all conceivable vices. He asserted that virtues could exist, even outside the purlieus of want and starvation. Alongside these audacities the play was not lacking in dramatic power. It comprized several delightful scenes. The spectators, tho amazed at first, decided to overlook its scandalous decency."

In his subsequent plays, Brieux continued to develop the field of dramatic art in which he is credited with being a pioneer in France. In *Le Figaro* we read further:

"Then came 'Blanchette,' which was given five or six hundred times in all the theaters of the Old World and the New. In his comment upon 'Blanchette' the Marquis de Ségur propounded a well-thought-out definition of the Brieux type of play:

"'The hour had arrived when a long-indulgent public was beginning to weary of the poisonous bill of fare upon which it had for several years been exclusively nourished. Certain farseeing individuals were asking themselves whether the world was entirely made up of scamps and crooks and bad women, and whether there might not exist here and there a few of those average people who lay no claim to perfection, but who are not altogether deserving of scorn and hatred—the people, in other words, who are commonly spoken of as "decent folks." You arrived just in time to justify this discovery, and you saw at a glance what path you ought to follow. You conceived the idea of the "useful play," whose object is, not merely to make people think, but to make them live more nobly. . . . . .

"The 'useful play'—that was Brieux's watchword. De Ségur gave him credit for a very keen sense of moral and social opportunity. Some have called him 'the Tolstoy of the Faubourg du Temple.' He has drawn his themes from current affairs and treated them with the firm conscience of an artist and a thinker. He has seen the perils of the present hour. He has 'sounded the tocsin'—made a profession of sounding it. He has gone about it with 'the sincerest fervor, the most robust sanity of mind,' and 'a tranquil good nature' that adds 'a charming note' to the clangor of alarm bells.

"Again, he has been called 'the honest Brieux' and 'the good people's Brieux.' But he is not a Berquin; his work is never dull. He has even dared to broach subjects that were never before discust outside medical circles."

In *The Bookman*, New York, Clayton Hamilton comments that the effective exposition of the evils of the "arranged" marriage in "The Three Daughters of M. Dupont," while compelling in France, was necessarily pointless in this country where the *mariage de convenance* is exceptional. But of Brieux he says, "In every sense he is a great dramatist—probably the greatest of all that brilliant company who are writing for the stage in France to-day."

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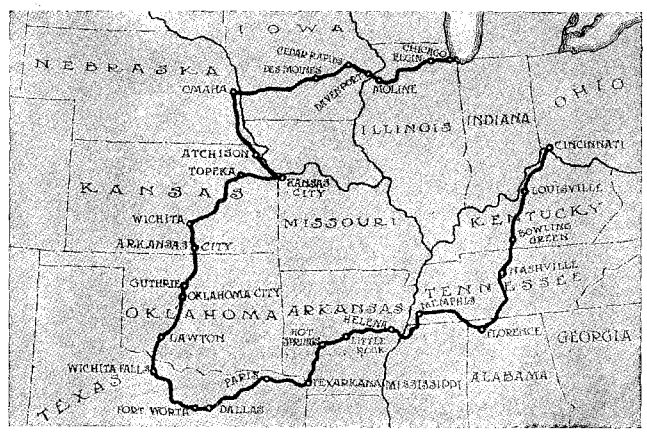
MOTOR-TRIPS AND MOTOR-CARS

THE ROUTE OF THE GLIDDEN TOUR

ENTRIES for the Glidden tour of 1910 closed on June 1. During the week previous to that date, 30 cars had already been entered, but it was expected that many more would be. One prediction was that the total might reach 50 or even 75. The pathfinders for this tour returned to Chicago about the middle of May, the route, as laid out, measuring, from Cincinnati through the Southwest and back to Chicago, 2,850 miles. It traverses 13 States, and forms a great loop, embracing nearly 1,000,000 square miles of territory in which live more than 30,000,000 people.

A writer in the New York *Evening Post*, who has obtained these facts, asserts that this is "by far the most extensive and important tour in the history of the contest." One of the results of it will come from the mechanical tests made as to reliability. Owing to the nature of the roads and the speed prescribed, this test will be one of the best ever made. It is believed also that, in covering what many regard as the most promising market for cars in this country, the advantages to the trade will be very great.



Courtesy of "Motor Age."

TENTATIVE ROUTE OF THE GLIDDEN TOUR.

A writer in *Motor Age* gives an interesting analysis of the route. The average length of each day's run is 198 miles; last year the average was 178. As this year there will be one hour more for each day's run, the pace will remain the same,—that is, 20 miles per hour for large cars, 18 for cars listing at from $800 to $1,600, and 16 for those which sell below $800. On five days only does the schedule call for more than 200 miles, those days taking the contestants over regions where are found the best roads. One of these roads runs from Texarkana to Dallas, where the schedule is 217 miles; another runs from Oklahoma to Wichita, where the schedule is 216 miles. Two schedules are still longer, the one from Wichita to Kansas City, 234 miles, and that from Kansas City to Omaha, 242 miles. A few runs are shorter than the average. For example, from Hot Springs to Texarkana the run is only 131 miles, and from Nashville to Sheffield only 119.

One advantage which the route has over the one followed last year is that it does not contain anything to equal in severity the long stretch of trail then encountered over the plains of Western Nebraska, Colorado, and Kansas. The route, however, has one unique and trying feature—the number of creeks that are to be crossed without bridges. The situation in this respect is described as follows:

"Before entering Nashville, and after leaving the city, the roadway is crossed by a series of unbridged creeks, which in dry weather never are more than three or four inches deep, but are flooded after rain of a day or a day and a half. The first creek is found 50 miles north of Nashville, and in all there are from 40 to 50 of these within a radius of 50 miles of the city on the route traversed. Should a heavy rain precede the arrival of the cars in this district it will mean a delay of, perhaps, a day before the creeks subside, because by actual measurement it was noticed that they fall at a rate of three inches to the hour. These creeks are from three to eight miles apart. The bottoms are soft soil. The creeks in Hot Springs and vicinity are considerably different. These streams range from two to ten feet in width and have clear water with gravel beds. They are close together, many of them not being one-third mile apart. Authorities in Hot Springs and Little Rock are arranging to bridge a lot of these. The Hot Springs Motor Club has raised $1,000 for the work, and has influenced Little Rock and other clubs to donate $1,500 for the work, so that by the time the tour passes through there culverts will bridge many of these 30 streams."

Another novelty will be the ferries. On three occasions large rivers will be crossed on boats. The first is at Palmyra on the Mississippi, where the river is very wide. Barges accommodating 30 cars will here be available. The second is at Clarendon, Ark., where the White River is crossed. Lumber barges brought from elsewhere, a distance of 200 miles, will be employed, the present ferry-boats accommodating only three cars. At Fulton, Ark., the Red River will be crossed also by ferry.

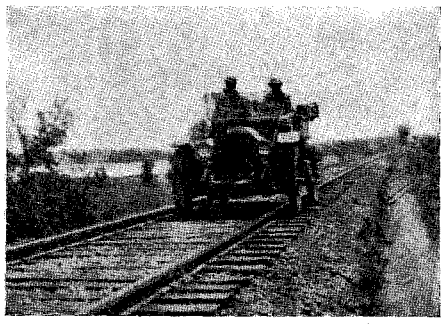
The writer mentions a third peculiar feature. On the run from Sheffield to Memphis the road for 60 miles leads through a continuous forest, where drivers "will constantly have to be winding in and out among stumps, many of which are high enough to catch the flywheel or axle if the drivers do not exercise the greatest care." Another section of stumps, but much shorter, will be found south of Hot Springs. Other items of interest in this analysis are the following:

"Leaving Memphis on the run to Little Rock, the first 60 miles is down the east side of the Mississippi, the road running along the side of the levee, which is a 15-foot embankment bordering the river to prevent its overflow in wet weather. Altho within a stone's throw of the river for this distance, not a single glimpse of it is obtained. This 60-mile run is through cotton plantations with negro shanties as the only visible habitations. Many gates through plantations will have to be opened and closed, and in the majority of cases colored boys will be on hand to do the work.

"The run from Helena to Little Rock begins through the buckshot land, which is a level territory similar to the gumbo regions of Iowa. For three hours the tourists will pass through the rice country, where at that season the plants will just be merging through the top of the water. For five miles into Little Rock an ideal boulevard through cotton plantations is furnished. The speed limit on this boulevard is limited only by the capabilities

Courtesy of "American Motorist."

AT THE OLD HOUSE IN ATHERTONVILLE, KY. WHERE LINCOLN WENT TO SCHOOL.



Courtesy of "Automobile."

THE RAILROAD PREFERRED TO THE HIGHWAY.

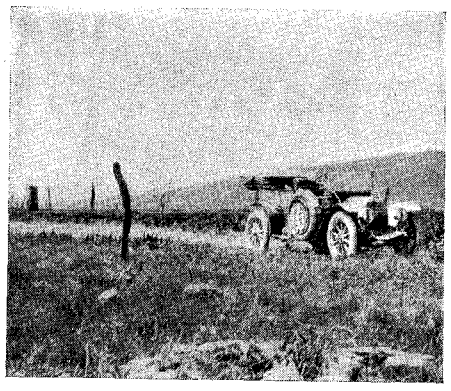


Photo. by N. Lazarnick.

CROSSING A PRAIRIE IN TEXAS.

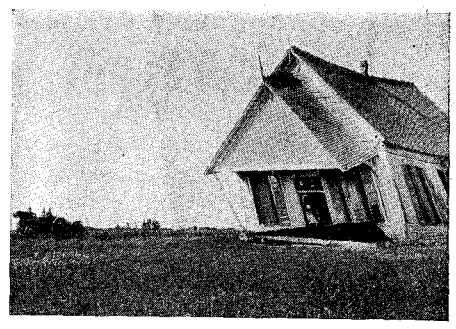


Photo. by N. Lazarnick.

A SCHOOLHOUSE WRECKED BY CYCLONE, AS SEEN IN TEXAS.

WITH THE GLIDDEN TOUR PATHFINDERS.

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of the cars. Many of the planters in this section own from two to four cars each.

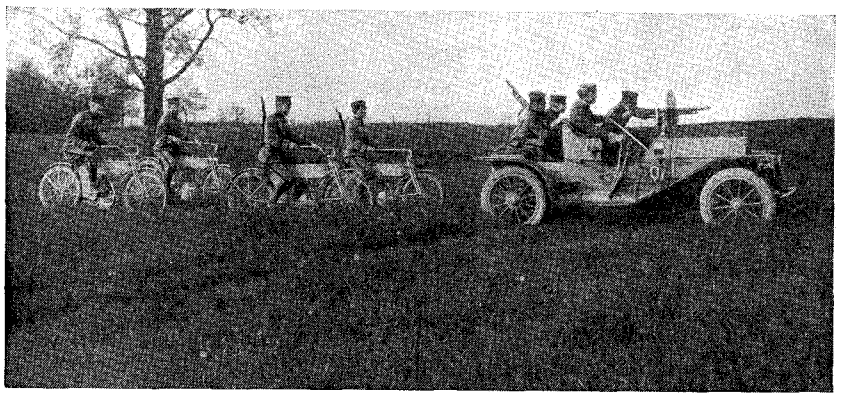
"The run from Little Rock to Hot Springs, a 60-mile trip, which it is proposed to make on a Sunday morning, in order that the tourist may spend the day at Hot Springs, is generally bad. The first ten miles is boulevard, the remaining fifty constantly up and down, with short, steep climbs and just as sudden descents. This is the section of creeks, the creeks often being not more than fifty feet apart.

"The Monday run from Hot Springs to Texarkana will be one of the hardest days on the trip. Originally it was to be a jaunt of 191 miles, but owing to the 60-mile run from Little Rock to Hot Springs being made on Sunday, the Monday trip will be reduced to 131 miles. Of these remaining 131 miles, 80 are particularly hilly, these hills ranging from one-quarter to one-eighth mile in length, and some with grades as high as 20 per cent. This is one of the poorest selling sections of the trip, the country being wooded nearly all of the way.

"Once Arkadelphia is passed the troubles of the tour are over, so far as roads are concerned, the remainder of the run to Chicago being through continuous agricultural territory. To Texarkana the road is level, and through a cotton and corn country.

"At Texarkana, which is on the State line between Arkansas and Texas, the State line passes through the middle of the main street, so that to satisfy the natives half of the cars will be parked on the Arkansas side of the line and the other half on the Texas side. For some miles out of Texarkana some stumps will be encountered on the road, but after Paris is passed it is nothing but a perfectly level road to Dallas. Pathfinder Lewis reports that the boulevard leading 25 miles into Dallas is one of the most perfect roads encountered. From Dallas to Fort Worth, 32 miles, is a boulevard through corn and cotton country.

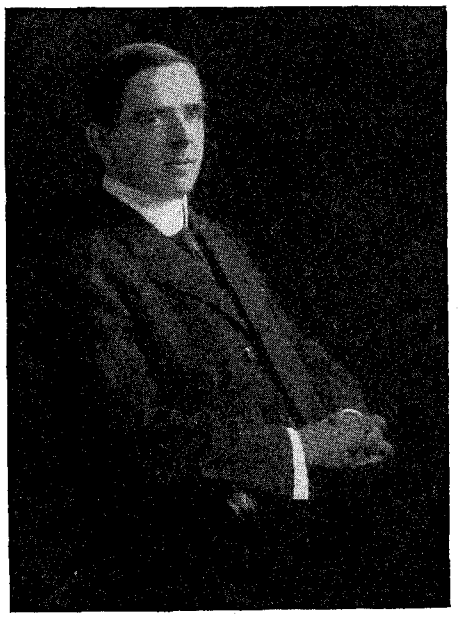
"Fort Worth marks the turning-point north. From here to Lawton, and, in fact to Oklahoma City, the road is as level as a desk. In all, the tourists will run four complete days over absolutely level territory, this territory beginning half a day before entering Dallas and extending until half-way between Wichita and Kansas City. During this period the cars will pass through the most productive agricultural territory in the world, cotton, corn, and wheat being the great products. From Kansas City to Chicago it is a level country, with rolling roads at times which will not offer any difficulty whatever."



AUTOMOBILE AND MOTOR-CYCLE SQUAD FROM THE NORTHWESTERN MILITARY ACADEMY. THE CAR AS A GUN-CARRIAGE WILL ACCOMPANY THE GLIDDEN TOUR CONTESTANTS FOR THE EXPERIENCE AND PRACTISE.

The route touches nearly two hundred incorporated towns, with a total population of nearly 5,000,000. Following is a detailed schedule of each day's run:

DAY		MILES
1st	Cincinnati to Louisville	162
2d	Louisville to Nashville	193
3d	Nashville to Sheffield	119
4th	Sheffield to Memphis	161.7
5th	Sunday in Memphis	...
6th	Memphis to Little Rock	207.7
7th	Little Rock to Texarkana	191.6
8th	Texarkana to Dallas	217.1
9th	Dallas to Lawton, Okla	200
10th	Lawton to Oklahoma City, Okla	145
11th	Oklahoma City to Wichita	216
12th	Sunday in Wichita	...
13th	Wichita to Kansas City	234
14th	Kansas City to Omaha	242
15th	Omaha to Des Moines, Iowa	160
16th	Des Moines to Davenport, Iowa	190
17th	Davenport to Chicago	200



R. H. JOHNSTON,

The writer on motor-touring and compiler of a well-known series of road books.

TOURING ACROSS THE CONTINENT

Heretofore such tours as have been made across the continent were undertaken, either as tests of endurance, or from some motive more or less of a sporting nature. Such tours have now taken on a new phase, since they are undertaken for pure enjoyment. A few weeks ago two cars for pleasure only started from New York for the Pacific Coast. It is declared by a writer in the New York *Evening Post* that in the last two weeks of May the Touring Club of America received requests for transcontinental information from more than a dozen persons. Some of these were to start from New York, two from Texas, one from South Dakota, and one from Milwaukee. A party from New York was bound for Los Angeles, the car carrying a man, his wife, and two children. Another was to start at El Paso, Texas, which is close to the Mexican border, and proceed by way of Denver and Chicago to Springfield, Mass. From Austin, Texas, another man was to go to California; from Milwaukee one was to go to San Francisco by way of Omaha and Salt Lake City. Another enthusiast, F. E. Bryan, had planned to start from Indianapolis and tour over some 5,000 miles, ending at Tampa, Florida. Many Western and Southern States were to be visited. Mr. Bryan is president of an automobile association in the South, and an advocate of good roads. On this tour he expected to accumulate a mass of information, of which he will make use in advocating good roads hereafter.

THE PRICE OF RUBBER

About the middle of May an advance of 15 per cent. on clincher types of tires was made. No further increase is anticipated, at least for the present. But in July it is expected that "an adjustment of prices, on the part of nearly all the American tire manufacturers," will be made. So writes a correspondent of *Motor Age*. He says manufacturers declare that the present high price is due, in the main, to London speculation. When that abates, they believe the price for crude rubber will come down. Fortunately, American manufacturers are at present well provided for. Had it been otherwise, the increase would have been more than 15 per cent.—some say at least 50 per cent. Tires are now manufactured from crude rubber which cost only $1.60 per pound, instead of the $3 which has been quoted as the present ruling price. It is declared that every one here still has enough rubber, purchased at $1.60, to fill this season's orders. No one yet has been obliged to purchase rubber at so high a price as $3. In the London *Times* was recently printed an article on the world's production of rubber, from which the following is taken:

"The world's present sources of supply for crude rubber are approximately as follows:

	TONS
River Amazon with its tributaries	39,000
Other districts of Brazil	2,800
Federated Malay States, Ceylon, Sumatra, etc., plantation rubber	4,600
Kongo Free State and the French Kongo	5,600
Portuguese West Africa	2,900
West coast of Africa, excluding the Kongo and Portuguese West Africa	9,500
Rangoon, Penang, Borneo, etc., wild rubber	1,200
East coast of Africa, Mozambique, Madagascar, etc	800
Mexico, East Indies, and Central America	1,500
Total	67,900

(*Continued on page* 1184)

A MOTOR-CAR WITH ONLY THREE WHEELS.

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Franklin air cooling does all that water cooling can do, and more. The extra service it gives makes it superior to all other cooling systems.

Air cooling is the ideal system for an automobile engine; it presents the greatest latitude of operation; it affords the lightest, simplest construction.

The water-cooled engine consists of two mechanisms, the engine and the cooling apparatus. The two mechanisms are more or less distinct but are inter-related; if the cooling system is out of order or disconnected the engine can not work.

The Franklin engine is one mechanism only. The cooling system is a part of and works in unison with the engine. It does not add mechanism. There is nothing in it to get out of order. It simply utilizes the fly wheel of the engine, the engine boot and the hood. Franklin cooling is accomplished by the engine itself, not by a distinct device. Whenever the engine is running the cooling system operates.

The water-cooled engine with all its extra mechanism, added weight and necessary attention can do no more than the simple Franklin engine; it does not present a single condition the Franklin can not meet.

There are a number of important conditions which the Franklin easily meets which the water-cooled engine can not.

The Franklin can equal the water-cooled automobile in any road test, fast or slow, in mud, in sand or on hills. When conditions become so severe that the water-cooled engine overheats the Franklin still has margin to spare.

Under no conditions can the water-cooled engine operate except within the limits of the freezing and boiling points of water. Because of these limitations it can not operate at the temperature of highest efficiency. The Franklin operates perfectly in the coldest or hottest weather.

The Franklin system as now employed was brought out over a year ago. It has met every claim. Its success is recognized by engineers as well as laymen.

To set forth in detail all the advantages of Franklin air cooling over water cooling would require another page, but the big features, the points which are bound to decide you, are:

Simplicity.
Freedom from attention.
Independence of climate and weather conditions.
Reliability, there being nothing to break down.
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Touring in a Franklin brings no weariness. Even invalids find in it the pleasure and benefit they should. ¶ The Franklin will go farther and faster in a day over American roads than any other automobile. ¶ It costs less to run and maintain a Franklin than any other automobile. ¶ Compare the Franklin with other automobiles. This is what the comparison will show:

The Franklin	Other Automobiles
Air cooling.	Water cooling.
Cooling always the same; *no attention; no trouble.*	Cooling *trouble always possible; constant attention required.*
Service unlimited.	Service limited by climate.
Luxurious, full-elliptic springs.	Stiff, semi- or three-quarter-elliptic springs.
Reliable tire equipment.	Undersized tire equipment.
Tires give long service.	Tires blow out before their time.
Resilient construction.	Rigid construction.
One system of ignition.	Two systems of ignition to get same result.
Laminated-wood chassis frame, which absorbs vibrations.	Pressed-steel frame, which transmits vibrations.
No strut or reach rods.	Strut and reach rods.
Control by throttle lever.	Control necessitates both throttle and spark lever.
Long life of the vehicle.	Vehicle and mechanism deteriorate through the vibrations and racking of rigid construction.
Not necessary to carry extra tires.	Necessary to carry extra tires.
Construction light, strong and resilient.	Construction rigid and heavy.
Ability for good speed over all roads.	Inability to make good speed over poor roads.

Franklin air cooling, Franklin light weight, Franklin resiliency, Franklin tire equipment unite in producing automobile results which today the exacting buyer demands.

Model H, 42-horse-power, seven-passenger touring car, $3750. Model D, 28-horse-power, five-passenger touring car, $2800. Model G, 18-horse-power, four-passenger touring car, $1850. (F.O.B. Syracuse.)

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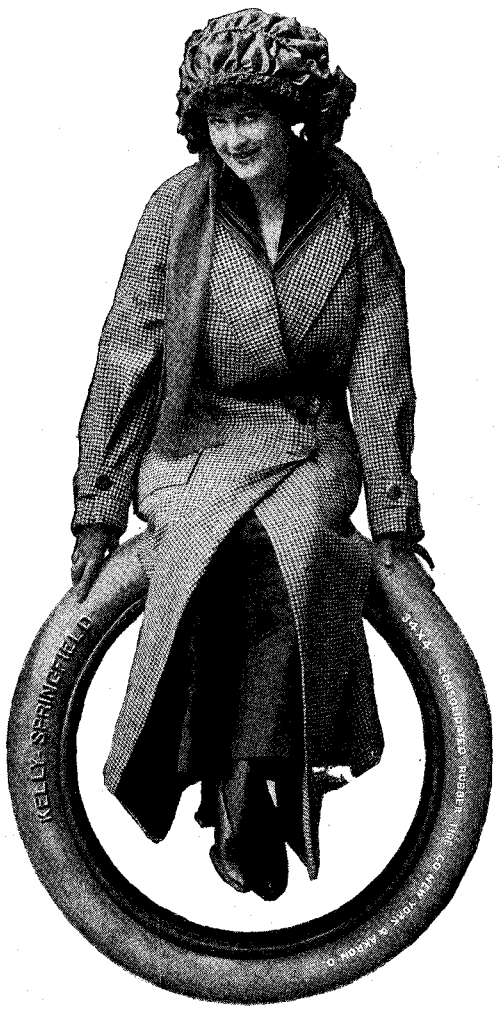

Automobile Tires

There is no getting around the fact that service in an automobile tire does depend on the quality of the tire itself. The quality of the Kelly-Springfield Automobile Tire is the quality of the now world-famous Kelly-Springfield Vehicle Tire.

"Thanks for providing me with tires which allow us to stay in the car and ride rather than to stay on the road and pump."

—Philip A. Rollins,
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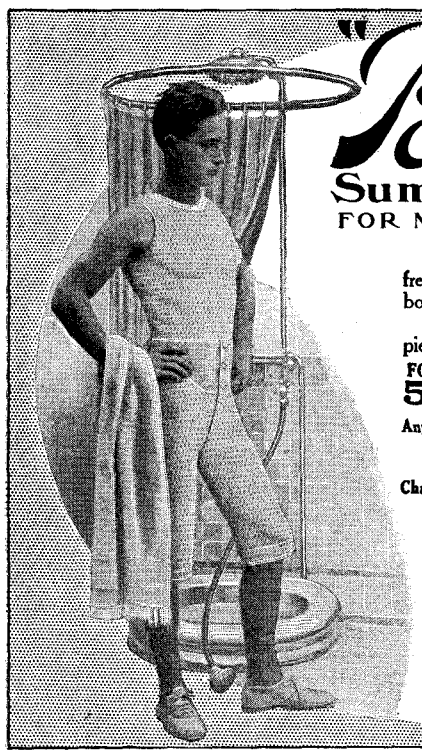

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MOTOR-TRIPS AND MOTOR-CARS

(*Continued from page* 1182)

"The figures given above are necessarily for the most part estimated, as, with the exception of the exports from the Amazon, no exact records are obtainable of the production of the various districts, nor is it possible to obtain a complete record at the different ports of arrival, as statistics of some of the ports can only be obtained in an unclassified form, and from other ports no accurate statistics at all are obtainable.

"A principal difficulty in dealing with raw rubber is that the figures of exports, say from the Amazon, never correspond with the imports at New York or Liverpool, so great is the shrinkage which occurs en route, especially in the case of new rubber. The chief value that such statistics have is in their indication of the steady increase in the world's production, while everybody knows that prices mount up much more rapidly."

CAUSES OF THE RISE IN RUBBER

The condition produced by the rise in the price of crude rubber is described by a writer in *Motor Age* as that of "the world standing aghast." For half a century the price averaged under $1 per pound. Two years ago it was down to 65 cents a pound. Now, however, it has gone up to $3 and even more per pound. In order to learn whether the causes of this phenomenal rise were artificial or natural, Mr. F. S. Seiberling, president of the Goodyear company, recently made a tour of South America, chiefly in the Amazon country, extending over 2,000 miles. He has now returned and is quoted as having said:

"The high prices prevailing for crude rubber are fairly attributable to two primary causes: First, the abnormal draft upon the world's supply in providing tires for motor-cars; second, the wild speculation in rubber and rubber shares in England, which has taken on the aspect of a South Sea bubble in a mad scramble of people in all classes to get rich quick on rubber. London is the financial center of the world's rubber market, and the craze now running its course there is having a tremendous sentimental influence toward lifting prices. This will correct itself in the collapse which—in due time—is certain to come, and which will carry with it its trail of disaster and ruin to the rubber gamblers in the manner always attending the bursting of financial bubbles.

"Stories are being circulated to the effect that the rubber supply is being rapidly exhausted, and that the world is facing a famine; but a careful review of the situation justifies an opposite opinion. The past year more than 70,000 tons of crude rubber, having a value approximating $300,000,000, were produced, of which 40,000 tons came from along the Amazon River. This was wholly wild rubber gathered almost entirely from a belt extending along the Amazon and its tributaries and running less than three miles into the interior. The vast forest beyond these borders is substantially untouched; but with the building of the railroad around the falls of the Madeira—which will be completed in 1911—and with the building of roads through the forest connecting up rivers, the introduction of the motor-car and the gasoline-boat, vast districts heretofore inaccessible will be brought within reach of the rubber gatherer; and while the gain in production each year has been approximately but 10 per cent. over the

(*Continued on page* 1186)

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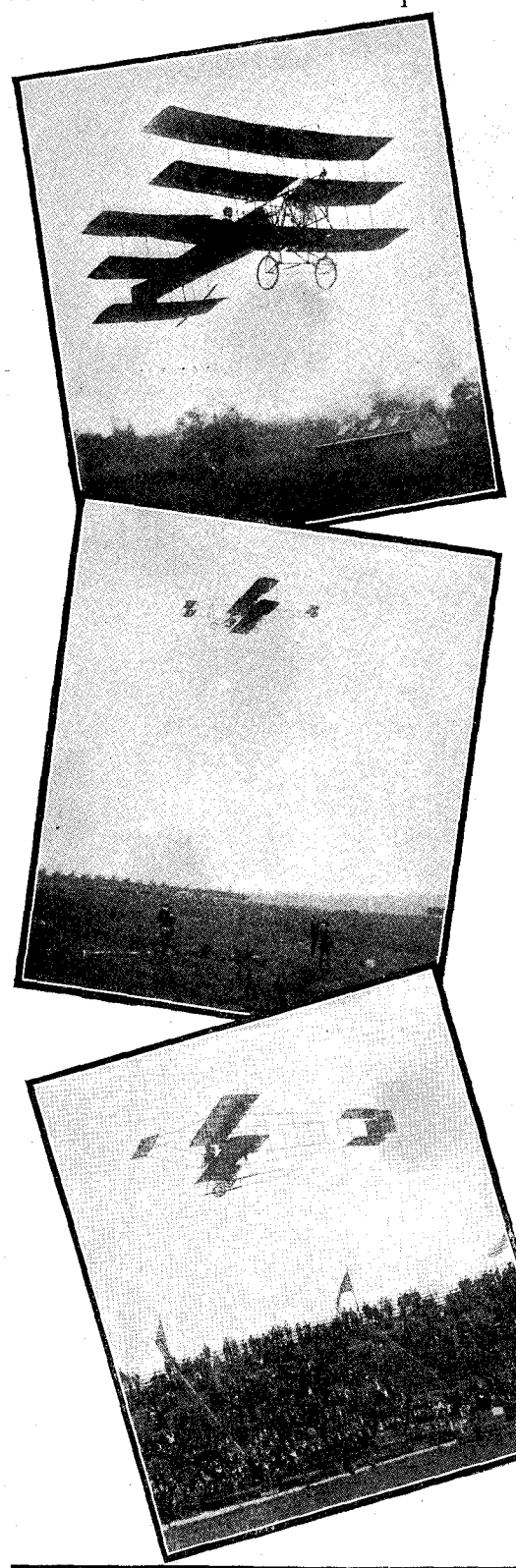
The Two Deciding Factors in Purchasing a Speed-Indicator

With the motorist of experience, the first of these deciding factors is absolute accuracy—for he realizes that without absolute accuracy he might as well have no speed-indicator at all. But almost as important is wearability, the power to stand indefinitely the tests of service without deterioration. For even though an instrument be accurate at the start, that accuracy is of little value unless it continues.



Such a motorist—or any motorist who investigates thoroughly—puts the Warner Auto-Meter on his car.

For he finds that the Warner Auto-Meter is the only speed-indicating device considered in important tests or races where accuracy of speed-indication is a necessity. On the cars of quality everywhere—the cars of the men who know—the Warner Auto-Meter holds the place of honor. And the accuracy which distinguishes it when it first goes on the car remains a feature of it long after an ordinary instrument would be "junk."

The Warner Auto-Meter

The motorist of less experience sometimes gives undue weight to price. It is true that the Warner Auto-Meter costs more. You can buy speed-indicating devices for almost any price you want to pay.

But the Warner Auto-Meter costs more solely and simply because an instrument which will give perfect service—*continued* perfect service—under any and all operating conditions, cannot be sold for less. And the Warner name will never go on any instrument which will not meet with perfection the hardest service tests. The verdict of the motor-wise bears out all that we say of the Warner Auto-Meter.

We should like to place in your hands a copy of our interesting booklet. Drop us a line mentioning your car, or call at our nearest branch.

Warner Instrument Co. 911 Wheeler Avenue **Beloit, Wis.**

Branches ATLANTA, 116 Edgewood Ave.:—BOSTON, 925 Boylston St.: BUFFALO, 720 Main St.; CHICAGO, 2420 Michigan Ave.; CINCINNATI, 807 Main St.; CLEVELAND, 2062 Euclid Ave.: DENVER, 1518 Broadway; DETROIT, 870 Woodward Ave.; INDIANAPOLIS, 330-331 N. Illinois St.; KANSAS CITY, 1613 Grand Ave.; LOS ANGELES, 748 S. Olive St.; NEW YORK, 1902 Broadway; PHILADELPHIA, 302 N. Broad St.; PITTSBURG, 5940 Kirkwood St.; SAN FRANCISCO, 36-38 Van Ness Ave.; SEATTLE, 611 E. Pike St.; ST. LOUIS, 3923 Olive St.

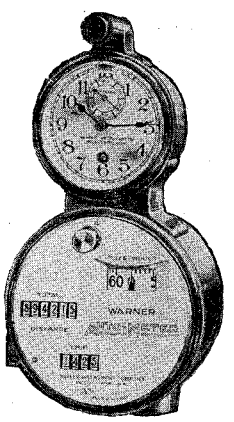
Aviation Note

The top picture is a view of the Roe triplane, an English machine, in flight. The middle photo is of Curtiss on his biplane, and the lower picture shows Paulhan flying over the grandstand at Los Angeles.

The top and bottom photos are by Edwin Levick; the one in the center is copyrighted by M. Branger, Paris.

A. P. Warner

(77)



The Aristocrat of Speed Indicators
***Ten Models*—$50 to $145**

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(*Continued from page* 1184)

previous year, there is no question that this percentage will increase largely from this time forward."

Not only by this means does Mr. Seiberling see grounds for hope that relief will come to the market, but from the increase in production in India, where "each year's production has been substantially double that of the preceding year." He says of the possibilities in that country:

"Whereas we had less than 4,000 tons in 1909, we shall receive approximately 8,000 tons in 1910 and well up to 16,000 tons in 1911, and within five years a quantity larger than is now furnished by the Amazon, which is a remarkable result considering the fact that three years ago the production of the entire East Indian district represented but a few hundred tons."

Mr. Seiberling then shows what may be further looked for in Brazil:

"Wild rubber-trees in almost limitless quantities exist in Brazil, awaiting the touch of human energy to yield up their latex, and the world will undoubtedly find means to obtain its required supply. The ruling classes in Brazil are an intelligent people, and tho they have been slow to realize the advantage of planting rubber, they are now following the lead of the East Indians, and within a few years the Amazon valley will be furnishing plantation rubber far in excess of the wild rubber now coming down the river.

"As an indication of the immensity of its opportunities, one island in the mouth of the Amazon River, Isle Marajo, which is larger than the State of Maine, is capable of furnishing plantation rubber in quantity more than the entire world is now consuming. The Government is enacting legislation to stimulate the planting of trees, and while we shall temporarily be subjected to high prices of crude rubber, since it is known that plantation rubber can be produced for 25 cents a pound, as certain as night follows the day we will within a few years have a large oversupply that will bring the cost lower than it has ever been heretofore, in my opinion."

Meanwhile, for those who use rubber tires, he says that the life of a tire may be prolonged and its mileage increased "by carrying proper pressure of air, particularly with clincher-tires, which, when semideflated, will rim-cut and speedily disintegrate." Watching the adjustment of brakes will also largely extend the life of the treads. Tread-cuts that reach the fabric "should be quickly repaired to prevent moisture reaching the cotton thread."

A NEW PROCESS FOR RUBBER FROM GUAYULE

Since the London speculation in rubber became known, much interest has been shown in motor-car circles in reports from Torreon, Mexico, of a new process for extracting rubber from the shrub known as guayule. A Frenchman is credited with having invented a process by which rubber can be produced from this shrub of higher grade than by any other previously used. Moreover, his process will produce about 40 per cent. more rubber. During the last few years the guayule rubber industry has been much developed in northern Mexico, several large factories being now in operation. New factories, meanwhile, are under way, and old ones are running to their full capacity day and night. A letter from Torreon to *Motor Age* says that practically all

The country's future is written in the faces of the young men. They are clean-shaven faces. In the store, the counting-room, the classroom, the office—in work and sport out of doors—the men who do things shave for the day just as they dress for the day.

The use of the Gillette Safety Razor is almost a universal habit with men of affairs. It is not solely a question of economy—though it means a great saving. It's a matter of comfort, of cleanliness, of time.

The Gillette is a builder of self-respect. The man who doesn't care how he looks does not care much about anything else.

GILLETTE SALES COMPANY, 28 W. Second Street, Boston
New York, Times Building Chicago, Stock Exchange Building Gillette Safety Razor, Ltd., London
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17 Jewel Elgin—Our Great Special $13.75
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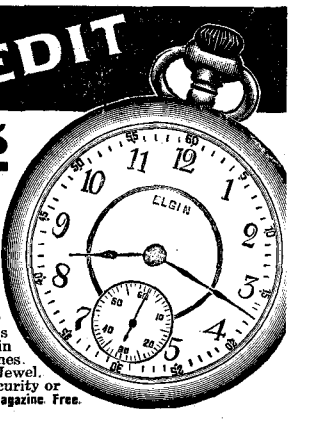
Guaranteed to keep accurate time. Fitted in double stock gold-filled case, warranted for 20 years.

You do not pay one penny until you have seen and examined this High-Grade 17-Jewel Elgin Watch, in hand-engraved case, right in your own home. You are to be the Judge. Let us send it to you, all charges prepaid. If it suits you PAY ONLY $1.50 A MONTH

We trust every honest person. No matter how far away you live, or how small your salary or income, we will trust you for a high-grade Elgin Watch, in gold case, warranted for 25 years, and guaranteed to pass any Railroad inspection. Write for our big free Watch and Diamond Catalog. It tells all about our Easy Payment Plan—the "Loftis System"—and how we send Elgin B.W.Raymond and Waltham Watches. 12, 16, and "O" sizes, 19, 21, and 23 Jewel, anywhere in the world, without security or one cent deposit. Send for the Loftis Magazine. Free.



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Branches: Pittsburg, Pa., St. Louis, Mo.

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Thirty thousand dealers sell the Gillette. If there is no one in your neighborhood send us $5 and we'll send the razor and twelve double-edged blades by return mail.

Write and we will send you a pamphlet—Dept. A.

King C. Gillette

GILLETTE SALES COMPANY, 28 W. Second Street, Boston

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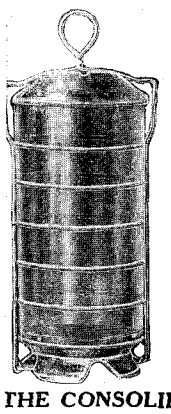

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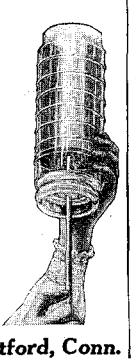
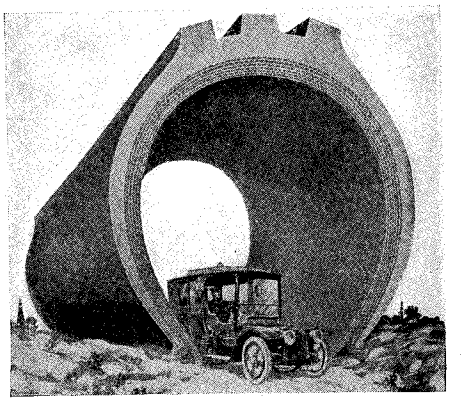


THE CONSOLIDATED MFG. CO., 412 Asylum St., Hartford, Conn.

the land upon which the wild guayule shrub grows is now owned or leased by rubber manufacturers. At the same time, active work is being done in propagating the shrub from the seed on lands that have already been cut over and on open lands heretofore unproductive. One company in Mexico believes it can increase its output 5,000,000 pounds annually. Other items in this letter are as follows:

"It is claimed that there is no question as to the permanency of the new industry, and that it will increase from year to year instead of diminishing as was feared for a time, immediately following the discovery that the shrub could be profitably utilized for manufacturing rubber. More than 20 per cent. of the rubber output of the world now comes from the guayule shrub in northern Mexico and southwestern Texas, it is claimed. It loses its identity after it is put through the refining process, and goes on the market as Para rubber, being mixt with the rubber-tree product for most purposes.

"It is stated by G. C. Carothers, of Torreon, United States consular agent for this district, that the total value of the crude guayule rubber, exported to the United States from Torreon and other points in his district during the months of January, February, and March, was $3,943,330, United States currency. It is estimated that the exportations of guayule



A FLIGHT OF THE IMAGINATION WHEN CRUDE RUBBER HAS ADVANCED FROM 60 CENTS TO $3 A POUND.

rubber from other consular districts in northern Mexico to the United States during the same period was not less than $2,000,000, United States currency, and that the exports of the product to Europe were valued at more than $2,000,000 during the same period. This would make the total output of the crude guayule rubber for the three months about $8,000,000 gold.

"It is stated by manufacturers of guayule rubber that the product is used chiefly in the manufacture of motor-car tires and for electrical purposes. The present high prices of the guayule shrub, and the rubber product that is obtained therefrom, are making fortunes for the landowners and the manufacturers in Mexico."

JAMES J. HILL'S ATTACK ON CARS

Recent remarks by James J. Hill as to injury having been done to national prosperity by the automobile industry have been widely printed and have evoked spirited comment not only from automobile trade journals, but from other publications. What Mr. Hill said was this:

"The people of the United States will garner a crop of agricultural products this year worth $9,000,000,000. This is my answer to the question as to prospects of good times. That enormous wealth ought to make good times for every one if people do not go crazy. If

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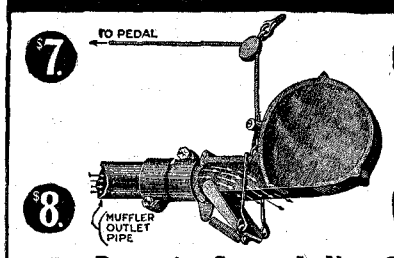
JERICHO
THE PERFECT MOTOR CAR SIGNAL



The Recreation Season Is Now On!

If your vacation is to be spent in Auto Touring, then you surely need

PLEASURE INSURANCE

A JERICHO HORN on your car is your policy. Its warning is far-reaching, effective and agreeable. It averts disaster. All creatures know and respect that mellow call.

Say "Jericho" to your dealer today or write us direct for Folder L.

The Standard Equipment for 1911

THE RANDALL FAICHNEY CO. BOSTON U.S.A.

Makers of "B-Line" Oil and Grease Guns

No one has time to look for loosened, mislaid papers. Make yours secure with

"TWIN GRIP"
PAPER FASTENERS

Samples Free. Write
The De Long Hook & Eye Co.
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Why The Horse-shoe?

Horseshoes have not been improved in ages because no other attachment nor contrivance had ever proved so satisfactory in taking hold of and gripping all sorts and conditions of roads. As a tread for an auto tire, nothing can serve the purpose so well as Horseshoe steel studs. With such a tread, Racine Horseshoe Tires simply cannot puncture, overheat or blow out, and all dangerous skidding is avoided. The "Horseshoe" steel studs are so made as to be easily and quickly renewed when worn. Racine Horseshoe Tires have four layers of Chrome-tanned leather—each layer vulcanized together (French Process), and the four layers vulcanized to the carcass. This prevents interior friction.

Racine Horseshoe Tires

Are 100% Puncture Proof

We make that statement binding and worth while to you. Learn more about these tires—write for full particulars

Try Them At Our Risk

1. Renewable steel "Horseshoe" studs.
2. Sectional view of stud and rivet.
3. Four layers of Chromed Leather.
4. Specially constructed carcass.

Racine Auto Tire Co.
110 Wright Ave., Racine, Wis.
Selling Agencies in New York, Chicago, Milwaukee, Seattle, and other centers.

$400,000,000 employed in purchasing automobiles had been invested in sawmills or factories so that it would be producing something, conditions would be very different throughout this country."

The Financial World of New York, in printing this comment "indorses unreservedly the observations respecting the crops," provided we are so fortunate as to produce $9,000,000,000 of agricultural wealth. But at that point its commendation ends. It does not believe, as Mr. Hill's remark implies, that "the people have gone, or are going, crazy over automobiling." Nor does it believe that the expenditure of $400,000,000 annually for cars and their maintenance constitutes a dead loss, or that the diversion of that sum to sawmills and factories would materially better the situation of the nation as a whole. The writer says further:

"Mr. Hill and other critics, who have noted with some alarm the vast increase in the outlay for the sport of automobiling, erroneously insist that the money spent is wholly lost. We would like to suggest to these critics that a nation which thinks only of work and the piling up of wealth will in the end lag in the family of nations. "All work and no play makes Jack a dull boy," applies to nations as well as to the individual. Besides, all the money spent on auto-cars is not wasted. We venture to declare that fully one-third of the automobiles and all the auto-trucks turned out at the present time are devoted to commercial use. The business man of to-day goes to his office in his car daily, and auto-cabs and cars kept for the use of hotel guests are rented wholly for profit, and it can not be said that the capital used to produce these autos is wasted. The critics of the auto buyer also fail to take note of the fact that the use of automobiles is merely the substitution of one power for another, millions being saved annually by automobiles taking the place of horses and carriages.

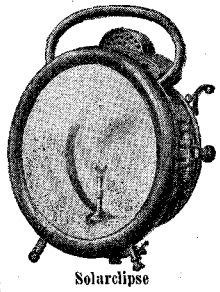
"All in all, it seems unjust to attribute to the advent of the auto all the extravagances and waste of the present day. If Mr. Hill's view were suddenly to find adoption, and the

There is a Solar Lamp for every vehicle need—and it's the best lamp that money, brains and skill can produce.

Oil and Electric Lamp

The same care in construction, the same perfection in service, are apparent in the smallest tail lamp as in the largest headlight.

There are also a number of exclusive special-purpose lamps in the Solar line.



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A Sound Investment
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GOLD BONDS AT A PRICE THAT WILL NET **Better Than 6%**

Los Angeles Inner Harbor
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The property of the PACIFIC WHARF AND STORAGE COMPANY lies on the east side of inner harbor of Los Angeles opposite to and within 1000 ft. of slip (THE LARGEST ON PACIFIC COAST), which has been completed by Southern Pacific R. R. Co. The company's holdings embrace 80 acres, enclosed by GRANITE BREAKWATER, constructed under supervision of UNITED STATES ENGINEERING OFFICE. The completion of PANAMA CANAL, bringing Los Angeles within two weeks water communication with New York, and delivery of OWENS RIVER WATER to Los Angeles means the great development and utilization of natural resources of GREAT SOUTH-WEST. THE FEDERAL GOVERNMENT HAS ALREADY EXPENDED $4,000,000 at Los Angeles Harbor. THE WAR DEPARTMENT has already purchased site and will build fortifications at a cost of about $3,500,000, which overlooks property of this company, and Los Angeles is to spend $3,500,000 for harbor improvements. THIS SHOWS WHAT THE COMMERCE OF LOS ANGELES HARBOR WILL BE.

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CYLINDER OIL

is required to do two things—LUBRICATE and BURN UP CLEANLY. All cylinder oils do one of these—lubricate—few will do the second—THEY CONTAIN TOO MUCH CARBON.

All cylinder oils come from crude mineral oils. They must be refined and filtered. FILTRATION REMOVES THE COLOR, WHICH IS NOTHING MORE THAN CARBON-PRODUCING IMPURITIES. The clearest oil is *cleanest* and will burn up cleanest in the motor cylinder.

HAVOLINE OIL

is the most highly filtered oil made. IT IS CLEAREST AND CLEANEST. You can see it. That's why it is better than other oils. That's why

It makes a difference

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HAVOLINE MOTOR OILS

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purchases of autos abruptly cease, we would, instead of the good times Mr. Hill can see if the auto 'craze' shall end, witness a crash which would not be confined to the auto industry. The automobile has come to stay, despite its critics and the fact that some abuses and regrettable extravagance have come with it."

Among other critics of Mr. Hill's statement is Alfred Reeves, who is a prominent general manager in the automobile industry. He makes the interesting point that as Mr. Hill for a long time has been uttering the cry of "back to the farm," there being, as he contends, a lack of people tilling the soil, he should remember that "the automobile has done and is doing more to keep the young man on the farm than anything else." During the past two years farmers have been among the largest buyers of motor-cars. In one county of Iowa alone 273 are now owned by tillers of the soil. Other points in Mr. Reeves's statement are the following:

"I speak of investing in automobiles, as automobiles are an investment. They not alone give a greater radius of travel and are great time-savers, but even when used solely for pleasure, they give enjoyment to family and friends, taking them into the pure air of the country.

"It is undoubtedly true that there are some people maintaining motor-cars who can not properly afford them; but is that any less true in the case of those who speculate in Wall Street's stocks, or buy more expensive clothing or homes than their incomes really warrant?

"Better by far that Mr. Hill, and others who have been quoted as being pessimistic on the country's future, and hasten to lay much of the blame on the motor-car, should glory in the country that could afford to buy 120,000 automobiles in 1909, costing approximately $150,000,000, with every prospect of buying more than 200,000 cars this year, retailing at not less than $225,000,000. Let them remember that more than one million families in this country have incomes of $3,000 or more.

"Let them glory in a business that has almost one hundred substantial motor-car

FEED CHILDREN

On Properly Selected Food. It Pays Big Dividends.

If parents will give just a little intelligent thought to the feeding of their children the difference in the health of the little folks will pay, many times over, for the small trouble.

A mother writes saying: "Our children are all so much better and stronger than they ever were before we made a change in the character of the food. We have quit using potatoes three times a day with coffee and so much meat.

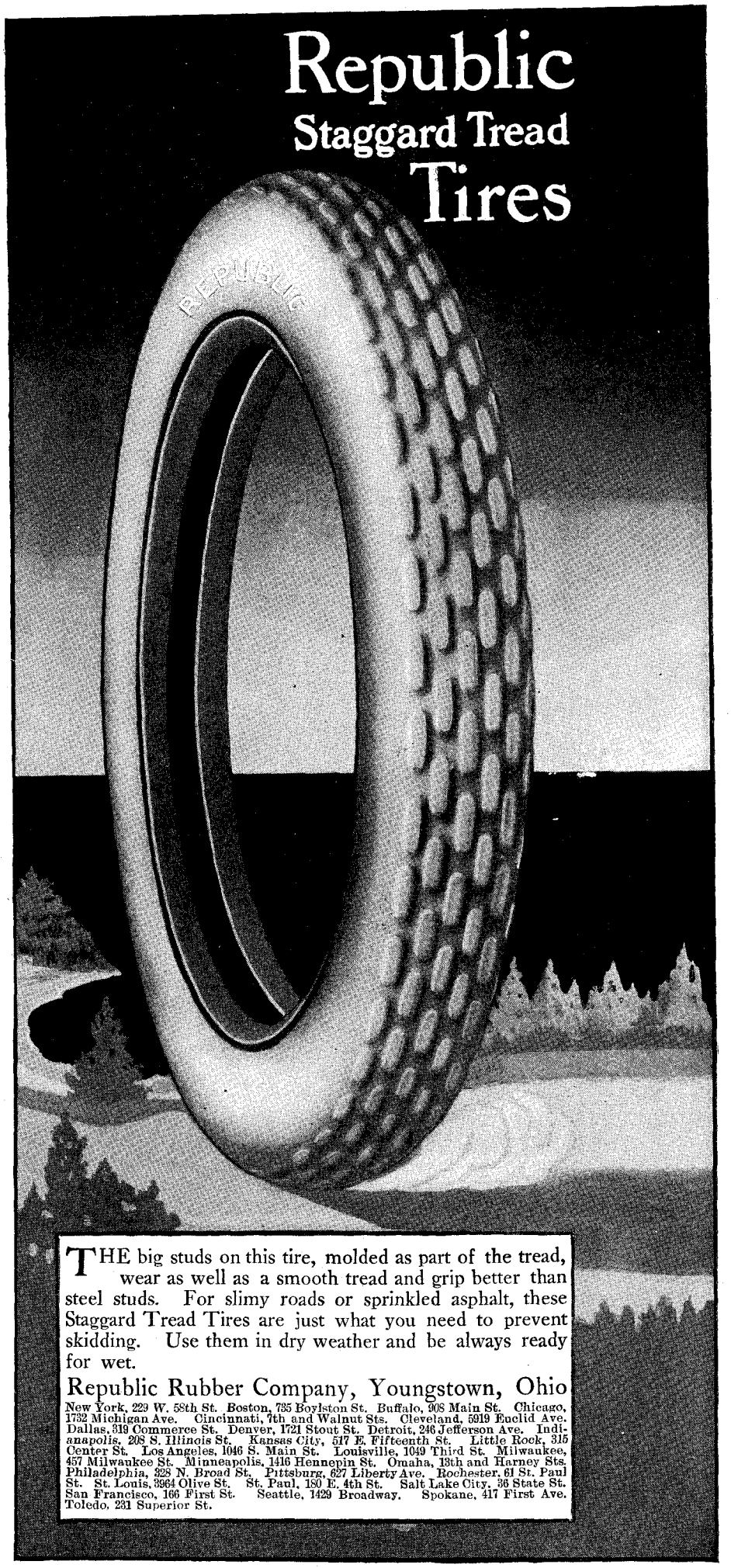
"Now we give the little folks some fruit, either fresh, stewed, or canned, some Grape-Nuts with cream, occasionally some soft boiled eggs, and some Postum for breakfast and supper. Then for dinner they have some meat and vegetables.

"It would be hard to realize the change in the children, they have grown so sturdy and strong, and we attribute this change to the food elements that, I understand, exist in Grape-Nuts and Postum.

"A short time ago my baby was teething and had a great deal of stomach and bowel trouble. Nothing seemed to agree with him until I tried Grape-Nuts softened and mixed with rich milk and he improved rapidly and got sturdy and well."

Read "The Road to Wellville," found in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



THE big studs on this tire, molded as part of the tread, wear as well as a smooth tread and grip better than steel studs. For slimy roads or sprinkled asphalt, these Staggard Tread Tires are just what you need to prevent skidding. Use them in dry weather and be always ready for wet.

Republic Rubber Company, Youngstown, Ohio

New York, 229 W. 58th St. Boston, 735 Boylston St. Buffalo, 908 Main St. Chicago, 1732 Michigan Ave. Cincinnati, 7th and Walnut Sts. Cleveland, 5919 Euclid Ave. Dallas, 319 Commerce St. Denver, 1721 Stout St. Detroit, 246 Jefferson Ave. Indianapolis, 208 S. Illinois St. Kansas City, 517 E. Fifteenth St. Little Rock, 315 Center St. Los Angeles, 1046 S. Main St. Louisville, 1049 Third St. Milwaukee, 457 Milwaukee St. Minneapolis, 1416 Hennepin St. Omaha, 13th and Harney Sts. Philadelphia, 328 N. Broad St. Pittsburg, 627 Liberty Ave. Rochester, 61 St. Paul St. St. Louis, 3964 Olive St. St. Paul, 180 E. 4th St. Salt Lake City, 36 State St. San Francisco, 166 First St. Seattle, 1429 Broadway. Spokane, 417 First Ave. Toledo, 231 Superior St.

Staggard Tread, Pat. Sept. 15-22, 1908

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GINGER SNAPS
Rain! Rain!! Rain!!! All in vain!
If you lack snap and want ginger, use the old established countersign
ZU ZU
to the grocerman
No one ever heard of a ZU ZU that wasn't good
No! Never!!
5¢
NATIONAL BISCUIT COMPANY

factories and a number of smaller ones with a total capital of more than $200,000,000, that have 250 factories making tires, parts, and accessories, with a capital of almost $150,000,000; those same factories, in making parts and accessories, employing not less than 250,000 men.

"Does Mr. Hill ever stop to consider the wages earned by the chauffeurs, of whom there are 56,500 registered in New York State alone? Invariably they receive, on the average, better wages than the men on Mr. Hill's railroad or any other railroad.

"One can not deny that the circulation of money is what aids a community. The most important people in this country are not those who buy bonds and live on the interest without working or producing anything. The real backbone of the country is the man who works hard, spends a little and saves a little, who gets some enjoyment out of life, and, moreover, who thinks enough of his family to own a motor-car and secure the benefit of that greatest of modern means of transportation.

"The motor-car is new and, of course, must be the subject of prejudice to a greater or less extent. The fact remains, however, and neither the statements of Mr. Hill nor those of any other man will change it, that the 375,000 motor-cars now running in this country are but a beginning, and that the number will increase rapidly, both for pleasure and business purposes; that the country itself is going to be very much better off as a result, and that the automobile business will continue to prosper just as long as makers give good machines at the lowest prices consistent with design, material, and workmanship."

CARS IN THREE COUNTRIES

A letter from Paris to *Motor Age* contains statistics of the growth of the motor industry during recent years in France, Great Britain, Germany, and the United States. In France the first count was taken in 1899 when the number of cars taxable was 1,672; in 1910 the number was 46,114. The first official count for Great Britain was not taken until 1902 when the number was 5,241; the total now is 84,841. For Germany the first statistics are for the year 1907, when the number was 10,115; the number now is 24,639. In this country the first count available is for 1903, when the total was 4,018. It is now 130,000. Following are tables showing these and intervening years:

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Farmers and others who live in the country will be interested in our new catalogue, describing the wonderful
NIAGARA HYDRAULIC RAM
and showing how easy and cheap it is to have running water in house and barn. Write for catalog K
NIAGARA HYDRAULIC ENGINE CO.,
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The GREATEST "small" Comforts in Traveling
LITHOLIN WATERPROOFED LINEN COLLARS and CUFFS
They cut down baggage and expense, and keep one always looking neat with fine linen, without laundering. When soiled they wipe perfectly clean and white as new, with a damp cloth. Have the dull linen finish. Not celluloid or rubber. They never wilt or fray. In all the latest styles.
Collars 25c Cuffs 50c
If not at your dealer's, send, giving styles, size, number wanted with remittance, and we will mail, postpaid. Booklet of styles free on request.
THE FIBERLOID CO., 7 Waverly Place, New York
WATERPROOFED LINEN
STYLE ECONOMY **LITHOLIN** FIT COMFORT
COLLARS & CUFFS

Genuine Comfort
Get a "Swaycott"

FOR YOUR PORCH
It is a swinging settee, a hammock and an outdoor bed all in one. Holds four people easily. The "Swaycott" is made of extra heavy fast-color canvas in dark green, dark red and khaki; has elastic, non-sagging steel spring; tufted sea moss mattress; two wind guards; back rest; magazine pockets, etc. Complete at the price—no extras to buy.
GUARANTEED FIVE YEARS
The "Swaycott" is guaranteed to give five years' good service. If the spring or frame breaks we will replace it and pay all transportation charges.
Order a "Swaycott" to-day; put it up when it arrives and after a week's trial, if not perfectly satisfactory, return the "Swaycott" to us and get your money back. References: Any bank, trust company or commercial agency anywhere.
Price of "Swaycott," complete and delivered to your station, $10. West of the Rockies, $12.50. Remit by bank draft or money order, state color desired and get a full summer's enjoyment. *Booklet B5 sent FREE on request*
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610-620 B3 Wyandotte St. Kansas City, Missouri

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FRANCE

Year	No. of Cars	Increase
1899	1,672	....
1900	2,997	1,325
1901	5,386	2,389
1902	9,207	3,821
1903	12,984	3,777
1904	17,107	4,123
1905	21,524	4,417
1906	26,262	4,738
1907	31,286	5,024
1908	37,586	6,300
1909	42,143	4,557
1910	46,114	3,971

GREAT BRITAIN

Year	No. of Cars	Increase
1902	5,241	....
1903	9,674	4,433
1904	12,611	2,937
1905	16,384	3,773
1906	25,944	9,560
1907	40,641	14,697
1908	49,912	9,271
1909	60,037	10,125
1910	84,841	24,804

GERMANY

Year	No. of Cars	Increase
1907	10.115	....
1908	14,671	4,556
1909	18,547	3,876
1910	24,639	6,092

UNITED STATES

Year	No. of Cars	Increase
1903	4,018	....
1904	6,551	2,503
1905	9,874	3,323
1906	17,042	7,168
1907	39,131	22,089
1908	57,363	18,232
1909	79,652	22,289
*1910	130,000	50,348

*Estimated.

The writer of this letter explains that the figures for the United States were obtained "from a local publication" in Paris. Whether the figures are accurate or not, he is "unable to ascertain." Among his comments on the showing for the several countries are the following:

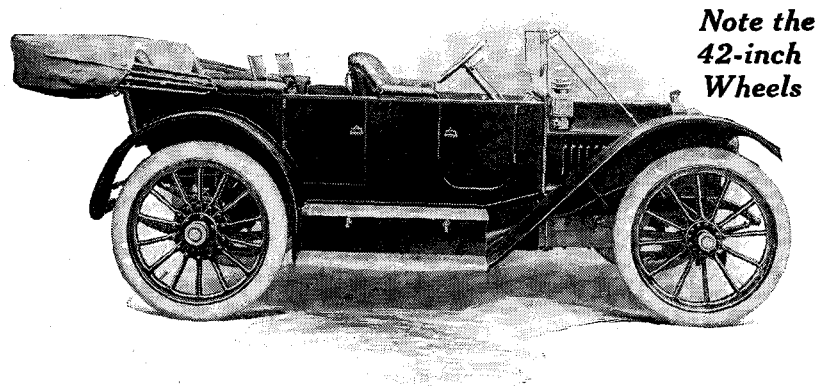
"How striking the development of the motor-car in Great Britain is as compared with France and Germany! The reason of it is that the Britisher does not now consider the car as a luxury, which idea still strongly prevails in the German and French-speaking countries. Then there are the differences in business methods, in advertising. The English manufacturers advertise much more extensively, and get much more support from their press in general, than the French or German manufacturers. This may not seem a very important fact, yet it is all-important, as might be found out by asking some of the most successful car-makers of the British Isles.

"France ought to be the land with the most cars here in Europe, because of its fine roads, the wealth of its people, the beauty of the whole country. The authorities have, however, made such a vigorous war against every one driving a motor-car that it has discouraged many a prospective buyer. All this also applies to Germany, altho the roads in general are not as fine there as in France.

"Another reason why there are so many more cars in Great Britain is the fact that the Englishman has not been slow in finding that from a purely commercial side the motor-car is a money-saving and money-making vehicle. A large number of the touring-cars owned by the Britishers are their street-car or railroad during six days of the week and on the seventh it becomes their pleasure car. In France and Germany the commercial traveler, the drummer who uses a motor-car for business purposes, is still an event worth while mentioning in the local papers."

MICHIGAN'S LEAD IN MAKING CARS

It has long been observed how Michigan has been leaping forward as the most prominent among the States as a producer of auto-



Note the 42-inch Wheels

Ride With Us in a "Two-Years-Ahead" Owen

Write us and we will tell you when the Owen 42-inch-wheel car will be in your city

We want experienced motorists, as our guests, to *drive* the Owen *personally*. No other advertising is necessary.

We want them to try the left-hand steer with right-hand control to see that it is really illogical to steer a car from the right-hand side.

We want them to personally throttle the Owen, with its 6-inch stroke motor, down to two miles an hour "on the high" and speed up again without touching a lever.

We want them to sit over the Owen's 42-inch wheels and ride over stones and ruts that jolt their own cars, but have hardly any effect on the Owen.

We want them to experience a new motoring sensation—of floating over smooth roads, of gliding easily over rough roads, of a gentle slow speed, and the swift, swooping sensation of the Owen high speed.

And this is a car of exceptional beauty and style.

The enclosed front seat is a distinct advantage—better looking—cleaner—more comfortable.

The Owen's drop frame and underhung rear springs set the body closer to the ground than even the bodies of 36-inch-wheel cars, giving a lower center of gravity and reducing skidding tendencies.

In two years' time leading makes will appear with the left-hand steer, 42-inch wheels, and long-stroke motor, for these improvements are so vital that no high-grade car will be sold without them.

Send your name, address and make of car you are now driving and we'll be glad to arrange a test when an Owen demonstrator arrives in your section.

The price of the Owen is $4,000, fully equipped for touring. Send today for catalog and descriptive literature.

Owen Motor Car Co., 1614 E. Grand Blvd., Detroit, Mich.

Price $4,000
Fully Equipped

including finest quality mohair top with side curtains and top slip cover, folding wind shield, clock, speedometer, electric horn, combination gas and electric head lights, combination oil and electric side and tail lights, Prest-O-Lite tank, foot accelerator, muffler cut-out, tire carrier irons, robe rail, baggage rack, foot rest, gasoline and oil gauges, tire chains, one extra inner tube and a full set of tools.

(14)

The 1911 "Owen"

"Two Years Ahead"

Specifications

Wheel base	120 inches
Weight, complete	3,400 pounds
Seating capacity	Six persons
Cylinders	Four
Dimensions, 4¾-in. bore, 6-in. stroke	
Diameter of wheels	42 inches
Frame	Deep channel section, Double dropped
Springs	Front, semi-elliptic; Rear, ¾-elliptic
Gasoline capacity	23 gallons
Tires	Goodrich, Diamond, Fiske or Firestone—Q.-D. Rims
Colors	Royal blue or dark green

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A water so valuable for its medicinal qualities that it is recommended almost invariably by physicians. The best authorities pronounce it unrivalled for alkaline properties.

A most palatable and refreshing table water.

The sparkling (effervescent) in the usual three table sizes. The plain (still) in half-gallon bottles for home use.

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You don't need to put up with aching corns. **A-corn Salve** cures them by taking them out by the roots. No pain or danger. **15 cents** at druggists' or by mail.
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NEW YORK MORTGAGE CO.

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mobiles. Ten years ago the automobile industry in the whole country was so small that it had no distinctive place in the national census. It began to grow immediately afterward, so that in 1905 the value of the output of all the factories in the country was $26,645,000. Michigan is justly proud of the fact that her annual output now is fully five times as great as that of the entire country five years ago.

At the time of the census of 1905, when the whole country had an output of $26,645,000, the output for Michigan was $18,000,000. Last year these figures had swollen to $135,000,000. The capital invested in Michigan in 1905 was only $2,305,000, now it is $34,000,000. The number of cars produced in Michigan has increased from 28,830 in 1905 to 271,440 in 1909. The number of persons employed in 1905 was 3,950; it is now 27,996. The wages paid out daily in 1905 amounted to $9,349, or an average per person of $2.38 per day; now the total is $75,470 per day, the average being $2.70. The annual pay-roll at the present time is approximately $23,400,000. Other items on this subject contained in a letter to *Motor Age* from Lansing are the following:

"In addition to the motor-car factories proper there are numerous plants producing accessories. It is estimated that these employ a total of 10,000 persons, to whom the sum of $8,000,000 is paid out annually in wages. This makes a grand total of $32,000,000 going into the pockets of Michigan mechanics and workmen from the motor-car and kindred industries.

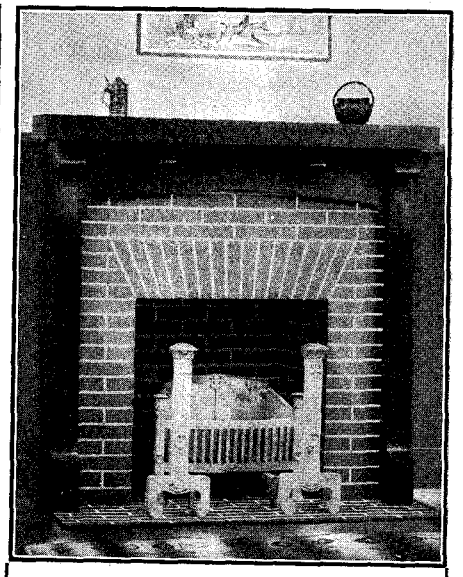
"Of the thirty-three plants visited, only ten were employing traveling salesmen, the product in the greater number of cases being marketed through agencies established in the cities and towns of this and other States. Eighteen of the operating companies had increased their capital stock since the 1905 canvas, and the aggregate increase amounted to nearly $28,510,000.

"There are eight types of cars manufactured, in Michigan, *viz.*, touring-cars, runabouts, 'buses, delivery-wagons, wagonettes, trucks, commercial vehicles, and tonneau-cars. Only 2 per cent. of the output is shipped to foreign countries, these cars going to Great Britain, France, Canada, Spain, Mexico, Cuba, and Argentine Republic. The number of superintendents employed is 72. The number of office employes is 1,419. Other figures in relation to employes are: Foremen, 591; skilled workmen, 20,572; unskilled workmen, 5,404; total employes, 27,996; traveling salesmen, 38."

CAMPING OUT IN AN AUTOMOBILE

Robert Sloss, in *The Outing Magazine*, declares that no motorist realizes all the possibilities of his car until he has found himself "with a night or so ahead of him which is not to be spent at home." The experiences of five enthusiastic men, who with three motors started from Portland, Me., to hunt and fish across the State, are narrated:

"These pioneering motorists provided themselves with block and tackle, 400 feet of five-eighths inch rope, four axes, a pick, a shovel, and a crowbar, together with two extra springs and a liberal number of duplicate parts which might be needed to replace those damaged by the rough driving they anticipated. Each car carried an extra tire-shoe and the usual supply of inner tubes, besides its regular tool-kit and extra tins of gasoline and oil. In addition to the usual paraphernalia never absent from a well-kept car, there were stowed among the machines four silk tents, an aluminum cooking-outfit, a small flat-folding stove with telescoping pipe, a folding oven, folding lanterns, besides rifles



A house without a hearthstone lacks the chief attraction of home. A

Wood Mantel

forms the fittest frame to the fireplace. They are made in all styles, from severe simplicity to the most elaborate and costly. Many suggestions are shown in our handsomely illustrated booklet

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which will be sent to any one contemplating building, remodeling or decorating. Address

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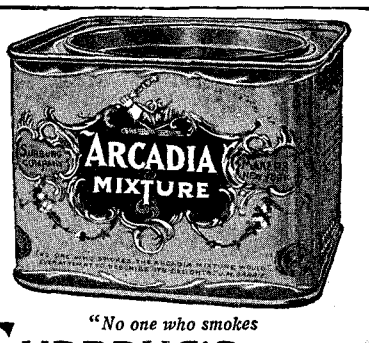

"No one who smokes

SURBRUG'S ARCADIA MIXTURE

could ever attempt to describe its delights."

The Tobaccos are all aged. Age improves flavor; adds mildness; prevents biting. In the blending, seven different tobaccos are used. Surbrug's "Arcadia" is in a class by itself—nothing so rich in flavor—so exhilarating in quality. A mild stimulant.

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SEND 10 CENTS for sample which will convince.

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and fishing-tackle to provide both sport and forage.

"At Oldtown they took aboard two guides, not only for pilotage through the happy hunting grounds, but because the outlander can not legally discharge a gun or build a fire in the Maine woods from May to November unless accompanied by a licensed guide. They also purchased here a two weeks' supply of flour, corn-meal, coffee, sugar, salt, cereals, beans, rice, and evaporated milk. These were put separately into canvas bags and packed in a regular waterproof duffel bag ten inches in diameter and two feet long.

"You can trace on your map the party's route from Oldtown to Mattawamkeag, practically along the line of the Maine Central Railroad. Here they turned off and proceeded north toward Patten, along a road on which an automobile was a rare curiosity. Arriving at Patten only after an exciting dash through smoke and sparks from forest fires, they abandoned the road shown on the route maps —the one leading to Houlton through eastern Maine. Taking a direct northerly course they pioneered it up to Rivière du Loup on the St. Lawrence.

"Thence they proceeded to Masardis, where they were obliged to fall back upon their camping-outfit for the first time. That was the end of hired lodgings for them during the rest of the trip. Every one was more than willing to do his share with the axes, making a clearing for the camp, or cutting tent-poles and pegs and wood for the fire. The axes came pretty frequently into requisition now, for the trail to Ashland and beyond was through dense forest where fallen trees often had to be chopped away to give passage. Their outfit and food supply made them independent of the sparse settlements where French-Canadian was practically the only language spoken.

"At Fort Kent they dismissed their guides and forded the St. John River, which was unusually low. Thus entering Canada, they proceeded to Edmundston, and thence due north to Notre Dame du Lac, bagging a few partridges on the way. Here procuring Canadian guides, they made a détour to Lake Temiscouata, across which they were ferried. They skirted along the sandy shore walled by dense forest, until they found an opening into this by way of a crude corduroy road, which they traversed to Lake Touladi, seven miles of very rough driving.

"The spot proved a perfect paradise for hunting and fishing, and they enjoyed it to their heart's content. Then retracing their route to Rivière du Loup, they trekked down the Canadian bank of the lower St. Lawrence. Near Bic they penetrated the forest as far as the automobiles could be made to go and camped for several days, being rewarded by caribou. Breaking camp at last they returned to Bic and thence by rail to New York.

"All this was accomplished in two weeks from the time our friends left Portland. They sometimes had to ferret out gasoline among the lumber mills or local tinsmiths, but as they had carefully canvassed the gasoline situation in Maine before starting, they were able to get a supply every hundred miles or so, tho as a rule it was of distinctly inferior quality."

NEW EDITION OF THE BLUE BOOK

The Automobile Official Blue Book for 1910. A Touring Guide to the Best and Most Popular Routes. 4 vols., narrow 8 vo. Volume I.—New York and Canada; Volume II.—New England; Volume III.—New Jersey, Pennsylvania, Virginia, Carolinas, Georgia, and Florida; Volume IV.—The Middle West. Pp. 800 to 900 each, total 3,500. Chicago: The Automobile Blue Block Publishing Co., 1200 Michigan Ave., and New York: 239 West 39th St. $2.50 per volume.

Seven years have passed since this official Blue Book for automobilists was first brought out. The initial volume was a modest one enough, describing as it did only a few hun-

This Battery Will Outwear Your Car

Do you know that there is an electric battery that has finally solved the problem of battery repairs or renewals—a battery that will outlast the life of your car?

Thomas A. Edison has perfected just such a battery. The elements of nickel and steel are practically indestructible. The solution is an anti-acid mixture of caustic potash and water.

The DETROIT is the only electric of the 1910 season in which a sufficient number of cells of the larger size (A-6) battery of 225 ampere-hours capacity may be installed.

The success of the DETROIT with the EDISON battery has passed even the expectations of its inventor. Next season an electric not thus equipped will be as out-of-date as a single-cylinder gas engine.

THE Detroit ELECTRIC

Every one of our nine models is equipped to carry the lead of the large size "A-6" Edison Battery

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The EDISON battery does not deteriorate when left discharged. You may charge the battery at high rate or overcharge it without injury. It is not liable to leakage, breakage or corrosion.

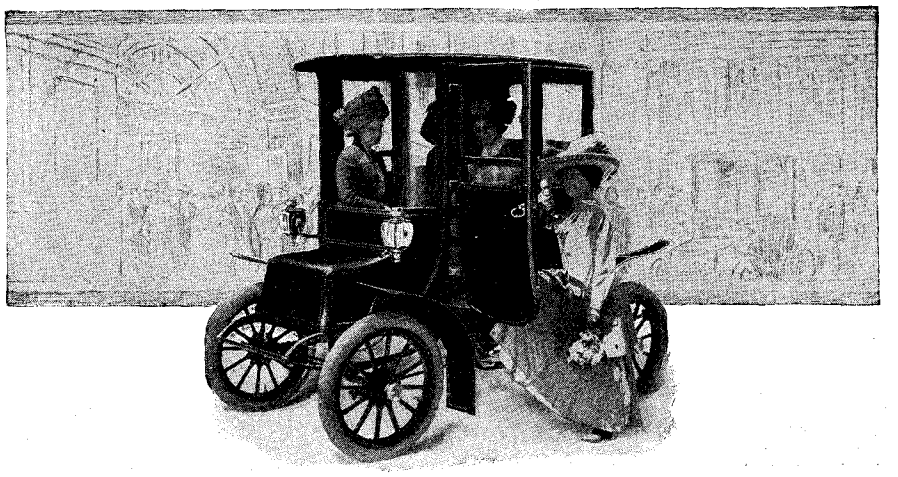
All the care it requires is to fill the battery with water once a week, and to renew the solution about once a year at a cost of about $50.

The EDISON "A-6" has 225 ampere-hours capacity as against 168 in the lead. It weighs 50% less per capacity than any other make of battery. It will develop 125 to 150 miles in a single charge.

If you want a car **now that is "modern-to-the-minute," that will be up-to-date next season,** get a DETROIT with an EDISON battery.

ANDERSON CARRIAGE COMPANY

DEPT. D.M., DETROIT, MICHIGAN



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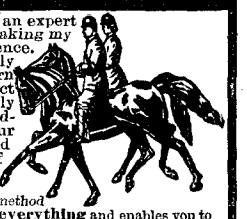
Learn at home to be an expert rider and trainer, by taking my lessons by correspondence. Inexpensive and easily learned. You can learn every style of correct riding, how to properly train horses for the saddle, how to teach your horse fancy gaits and tricks, and scores of secrets never before divulged.



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For 10c in stamps or coin

I will send as long as they last one of my books showing exercises that will beautify and quickly build up your shoulders, arms and hands, without any apparatus. They are illustrated with 20 full-page half-tone cuts. Regular price 25c.

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Colored Prints of Famous Inns

of Colonial times, reproduced in full color by our leading painter of Sporting scenes. Quaint historic meeting places. Just the thing for your Dining Room or Billiard Room border. Twelve pictures to the set—11 x 14 inches each. **$2.00 per set.** Send 4 cents for *complete miniature set* with a history of each subject.

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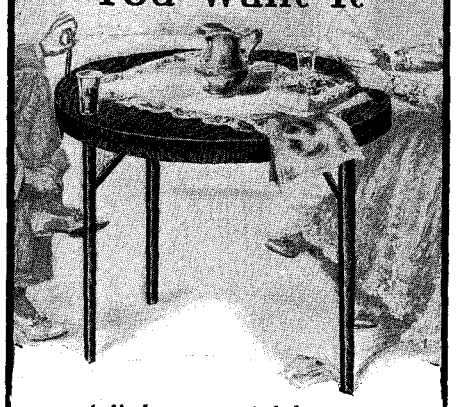
A Table Wherever You Want It



A light, graceful, handsome table that can be carried about by a child, or folded into small space—that's the advantage of having the

Lightweight

PEERLESS

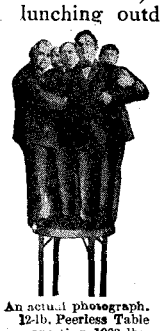
Folding Table

You need this table; you have real use for it every day in your house, on the porch or the lawn.

It is staunch and rigid—steel automatic braces prevent the wobbling of ordinary folding tables.

Its strength is so great that a Peerless weighing only twelve pounds will support more than half a ton.

For cards, sewing, books, writing or lunching outdoors, this table is just what you've been wanting.



An actual photograph. 12-lb. Peerless Table supporting 1002 lbs.

Round or square models; cloth, leatherette or beautiful natural wood top. Made also in dining-table sizes. Every table guaranteed.

Write for catalog and name of dealer in your town, who will show you the Peerless Folding Table.

CARROM-ARCHARENA CO.,
124 Rowe St., Ludington, Mich.

"Good as Gold"

Coupon Real Estate Notes

$500 Denomination

Secured by First Mortgages on Improved City Real Estate

Valued at Over Twice the Amount Of The Loan.

Interest Rates, 5 and 6%

(Write for Circular No. 150.)

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REAL ESTATE LOAN DEPARTMENT.
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dred miles of roads around New York and Boston. Each year since then the work has grown rapidly until now it appears in four volumes averaging nearly 900 pages each. Routes extending from the coast of Maine to as far west as Nebraska and as far south as Florida, and embracing approximately 150,000 miles, are given in these four volumes. The work is the compilation of men who have been long trained in the acquisition and arrangement of data. Four cars were employed for them, in each of which were two men giving attention to descriptions of routes.

The aim has been to bring this year's volumes strictly down to date. Every new road built in the territory covered is believed to have been included. Some idea of the extent of the additions may be gathered from the statement that the four volumes contain 58,000 miles of new routes. In this State, for example, several new routes in the Adirondacks and Catskills have been added. In New England about 10,000 new miles have been covered, including important roads in Maine, so that every route leading into the lake districts of that State has been set down. For the Middle West, some 350 routes are now laid down, embracing 35,000 miles.

In addition to the new information thus collected, each volume contains other notable new features. One that will be appreciated by every owner of the book is the use, on the left-hand margin of each page, of two columns of figures for the route described, the first column showing the distance from the starting point and the second the distance between stations. For example, the route from Worcester to Hartford, 77 miles in length, shows that Stafford is 44.9 miles from Worcester and 1.8 miles from Staffordville, the station last past. Another new feature is a trunk-line chart for the entire territory covered in each volume. This enables one to lay out a tour along general lines. Afterward, by consulting the directions in detail, he may study the tour closely. Throughout the text, as heretofore, maps in profusion are given.

An index of cities and towns in the front part of the book gives references to the trunk-line map and to the various pages in the text where the town is mentioned. In the New York volume is printed a map, showing various routes by which one may extend a tour beyond the Middle West across the Rocky Mountains and into California, with a valuable article, containing practical hints on touring across the continent. Much care seems, as usual, to have been used in the descriptions of roads and landmarks between towns and villages, as well as in indicating good hotels. Toll gates are specified and the amount of the toll.

As an indication of growth in motoring the statement is made that, for the same period since publication, the sale of this year's "Blue Book" has surpassed last year's sales by 20 per cent. One may well believe this, because, not only of the growth of motoring, but likewise because of the established excellence of the "Blue Book" itself, which long since became indispensable to motorists who venture any appreciable distance from home.

CARS FOR THE FARMER

Writing in *Motor* Messrs. Allen and Graham undertake to tell why farmers really need the motor-car. They should have it, not only for their own good, but for the good of the

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A Wardrobe in Any Corner of Your Home

Up in 10 seconds, without nails or screws; taken down as quickly

Pullman Self-Supporting Wardrobe

can be put up in any corner by simply pressing a lever. Made of steel, handsomely oxidized. Has 10 hooks and rod for suit hangers. Takes no floor space like a heavy wardrobe, but has same space for clothes. Has no base to collect dust and there is nothing to move when you sweep.

It is light, strong, durable. Will not injure wall-paper or plaster. Weighs only 4 pounds.

Just the thing to take to your summer cottage, where closets are scarce.

If your dealer cannot supply you, send $2.00 and we will ship, charges prepaid; if west of Mississippi River, add 25c. Money back if Wardrobe is not satisfactory.

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Gives 500 candle power. Casts no shadow. Costs 2 cents per week. Makes and burns its own gas. Over 200 styles. Every lamp warranted. No dirt. No odor. No grease. Agents wanted. Write for catalog, now.

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92 E. 5th St., Canton, O.

HARTSHORN SHADE ROLLERS

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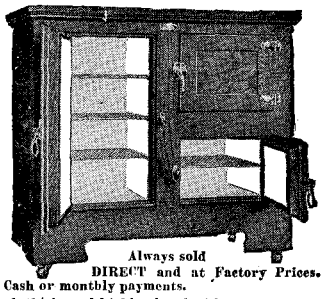
Get "Improved," no tacks required.

Wood Rollers *Tin Rollers*

Write for Our Free Book on HOME REFRIGERATION

This book tells how to select the home Refrigerator, how to know the poor from the good, how to keep down ice bills, how to keep a Refrigerator sanitary and sweet—lots of things you should know before buying ANY Refrigerator.



It also tells all about the "Monroe," the Refrigerator with inner walls made in one piece of solid, unbreakable, White Porcelain Ware an inch thick and highly glazed with every corner rounded. No cracks or crevices anywhere. The "Monroe" is as easy to keep clean as a china bowl.

Always sold DIRECT and at Factory Prices. Cash or monthly payments.

The "Monroe"

Most other Refrigerators have cracks and corners which cannot be cleaned. Here particles of food collect and breed countless germs. These germs get into your food and make it poison, and the family suffers—from no traceable cause.

The "Monroe" can be sterilized and made germlessly clean in an instant by simply wiping out with a cloth wrung from hot water. It's like "washing dishes," for the "Monroe" is really a thick porcelain dish inside.

The high death rate among children in the summer months could be greatly reduced if the Monroe Refrigerator was used in every home where there are little folks.

The "Monroe" is installed in the best flats and apartments, occupied by people who CARE—and is found to-day in a large majority of the VERY BEST homes in the United States. The largest and best Hospitals use it exclusively. The health of the whole family is safeguarded by the use of a Monroe Refrigerator.

When you have carefully read the book and know all about Home Refrigeration, you will know WHY and will realize how important it is to select carefully. Please write for book to-day.

MONROE REFRIGERATOR CO. Station 8 Cincinnati, O.

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country at large, and especially for promoting good roads and for the effect they will have on the nation's prosperity. The writers prepared the article for reading before the National Grange, by whom it will have extensive circulation among farmers. They believe that the car will perform an important service in rehabilitating farm life and in checking migration to cities. He quotes an estimate of the number of automobiles now owned by farmers as 76,000. In Iowa the farmers own 5,000 of the 10,000 owned by all persons in that State.

The farmer has some distinct advantages over the town man in owning a car. He is a man experienced in the use of machinery and hence not only needs no chauffeur, but can make the ordinary repairs himself. He can use his car in other ways than for transportation. It may become to him a portable power-plant, being as it is a 10,- 20,- or 40-horse-power engine on wheels. With it he can saw wood, chop feed, pump water, or shell corn. While his horse works in the field, the car can run to town with the milk or to the mill for flour. The cost of hauling a ton with horses in rural districts is about 25 cents per mile, but the cost by motor-wagon has been figured as low as three cents—a reduction which ought ultimately to mean a reduction in the cost of living. Other benefits to the farmer from the car are specified as follows:

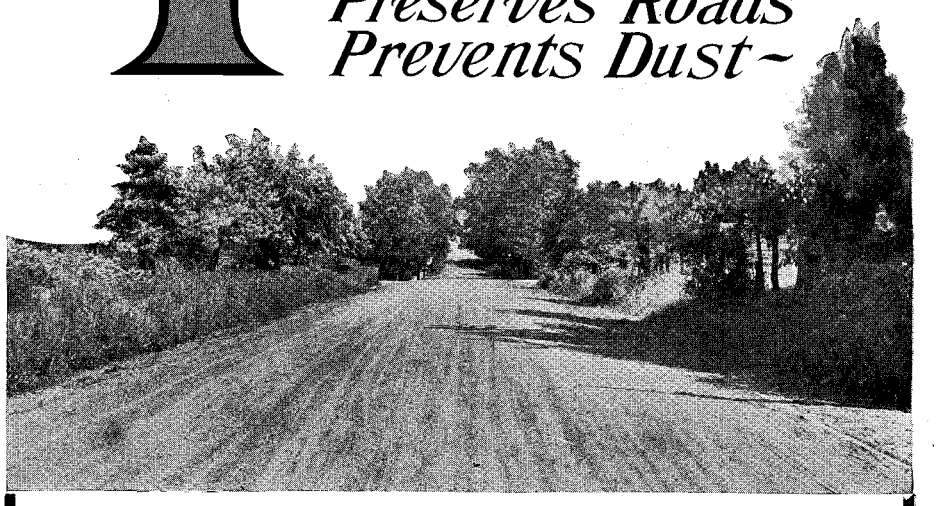
"Perhaps the most important would be the resulting change in the social character of country life. Man is a social being. His nature demands change of scene and companionship, new experiences and recreation. The bane of farm life has hitherto been its isolation and hence its narrowness, and while good roads undoubtedly can do much to remove this curse, the automobile can do more.

"Now the automobile creates in this respect a new condition. It puts farm life on a new plane. Machinery does not tire. However hard a motor-car may have been used during the daytime, it is always at hand in the evening to take the farmer and his family to a reunion, a show, a friend's house, a Grange meeting, a party, a concert, a lecture, or what not. On Sundays and holidays long trips up to 100 miles can be comfortably made, and every day it puts within the reach of the farmer's children educational facilities equal to those of the largest cities. The day of the country cross-roads schoolhouse has gone. This is the era of large central schools, built and equipped at an expense of thousands of dollars, and only the automobile can render such schools easy of access to the scattered farms. . . . . .

"There is a growing feeling that farming properly conducted on scientific lines affords a future to fit the ambition of even the most strenuous. The narrow social and domestic life of the country is the only thing that prevents thousands of young men seizing the best opportunity open to them. Abolish these drawbacks by the aid of good roads and the motor-car, and the decentralization of the crowded urban populations will inevitably follow. No sensible young man will, other things being equal, prefer an employee's position at a limited salary, with the cost of living rising all the while, to independence and possible wealth. All he asks is not to be compelled to sacrifice his legitimate craving for companionship and recreation. And where the young blood leads the rank and file will follow.

Costly.—The most expensive watch in the world is that kept on Germany by Great Britain.—*Washington Post.*

Tarvia
Preserves Roads
Prevents Dust



City Ave., Overbrook, Philadelphia, Pa., Constructed with Tarvia X.

Improving Macadam Roads

Macadam roads won't stand modern automobile traffic. Every road builder and engineer knows this. The wear and tear of this traffic is far too great for the resisting capacity of the top surface. It is rapidly pulverized, dust is created, and at the end of a single season the road is often a melancholy ruin.

To give macadam the additional binder which it so plainly needs to enable it to resist modern traffic, we offer Tarvia—a specially prepared coal tar preparation of the right grade, consistency and refinement for road purposes. Most of the road engineers throughout the country have used it with success. The Borough of Brooklyn, Greater New York, for instance, has just placed an order for 500,000 gallons.

A tarviated road is durable, smooth, dustless and thoroughly waterproof.

Tarvia is made in three consistencies, A, B, and X, to suit varying conditions of road surface.

The cost of Tarvia applications varies with the thoroughness of the work, but in most cases it is more than saved by the reduction in maintenance expenses. It is frequently cheaper to maintain a dustless road with Tarvia than a dusty one without it.

Tarvia is not an experiment, but is in regular use and has been adopted as standard in many localities. It is the only road preservative which has passed the experimental period.

Illustrated booklet—"Good Roads—How to Build, Preserve, and Make Dustless"—mailed free to anyone interested on application to nearest office.

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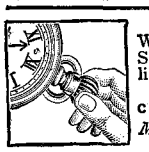

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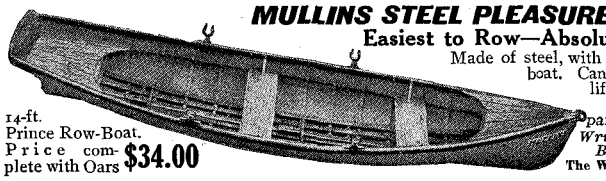

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ROXFORD Underwear. Made of the satisfactory, long-wearing knitted stuff that absorbs perspiration and prevents chilling. Your size fits you—never binds at arm holes—drawers ample and easy at seat and crotch. Roxford does not shrink—fits after months of wear and washing. Cut in the *new styles*—short-sleeve or sleeveless shirts without buttons, knee drawers. *There's a little book on*

Roxford Underwear

For Men and Boys. It tells about this great improvement in masculine undergarments. Send for it before you purchase your Spring underwear. *It's well worth writing for.*

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BADGER'S *Chemical* FIRE ENGINE

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Better than a thousand gallons of water.
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May be operated by one man.
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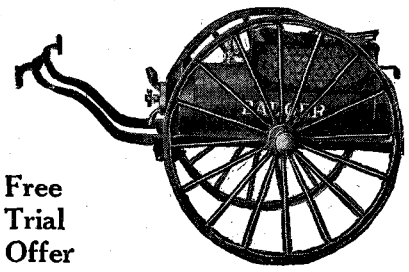
Absolutely Safe—Lasts a Lifetime.



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THOMAS CORT INC.

are ready to wear, but they are not made in a factory.

They are made in a custom shop, by custom boot-makers of life-long training in the making of shoes to individual measure.

They are of custom correctness and quality — made over custom lasts.

They are custom boots in every particular except price and the fact that you do not have to wait for them.

"Cort" boots are made to meet every requirement of men and women, for street or dress wear.

Cort riding and field boots, golf, tennis and yachting shoes also are the world's standard of correctness and quality.

They fetch from 8 to 15 dollars at retail.

Let us tell you where they may be had.

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ESTABLISHED 1884
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shines brightly in a house where SAPOLIO abolishes dirt, but "Dirt and despair are close of kin"—Try it in your next house cleaning.

COLLEGE POETRY

WE give below a few selections from the college poetry of 1909, that seem to contain certain elements of promise. The greater part of the work that has come to our notice, however, is distinctly disappointing. The lack of striking originality in the thought-content is not a serious defect, for it is possible that this may be remedied by maturity. That a fine ear for the music of words and the rhythm of lines should be wanting—this is fatal. The first and necessary sign of a talent for verse in a young author—the "without which not"—is the power to express his thoughts and feelings and moods in musical lines. This sincere love of the sounds of words in and for themselves must come at the beginning, for it is sure and certain to diminish with the advancing years. Of equal importance to the poet, old or young, is a talent for translating his ideas into metaphorical language—metaphors being the shorthand of the imagination. Through figures of speech a poem may be reduced to its lowest common denominator, may be condensed and given intensity and a vivid interest. And yet scarcely a single strong, original metaphor is employed in the selections that follow. It seems almost inexcusable that our college-bred poets should neglect these axioms in the art of poetic construction.

We will be glad to receive, at any time, selections from the best current poetry of the college magazines, and to give a place in our columns to those that are of sufficient merit.

"The Conquest of the Air"

BY HAROLD TROWBRIDGE PULSIFER

[This poem recently won the Lloyd McKim Garrison prize at Harvard.]

With a thunder-driven heart,
And the shimmer of new wings,
I, a worm that was, upstart;
King of Kings.

I have heard the singing stars,
I have watched the sunset die,
As I burst the lucent bars
Of the sky.

Lo, the argosies of Spain,
As they plowed the naked brine,
Found no heaven-girded main
Like to mine.

Soaring from the clinging sod,
First and foremost of my race,
I have met the hosts of God
Face to face.

Met the tempest and the gale,
Where the white moon-riven cloud

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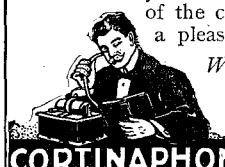

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CORTINAPHONE

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Wrapt the splendor of my sail
In a cloud.

When the ghost of winter fled,
Swift I followed with the snow,
Like a silver arrow sped
From a bow.

I have trailed the summer South,
Like a flash of burnished gold,
When she fled the hungry mouth
Of the cold!

I have dogged the ranging sun,
Till the world became a scroll,
All the oceans, one by one,
Were my goal.

Other winged men may come,
Pierce the heavens, chart the sky,
Sound an echo to my drum
Ere they die.

I, alone, have seen the earth,
Age-old fetters swept aside
In the glory of new birth,
Deified.

Dirge for Rudel

BY T. BEER

[Joffroy Rudel, a troubadour of Provence, died for love of the Countess of Tripoli, whom he had never seen save at the hour of his death, but to see whom he had journeyed to the East.]

Here blue-veined porphyry,
Carved with images of rest
And whatever charm is best
To give peace and easement free
Of the heart's perplexity.
Make a couch of ebony
(Be its housings sable drest)
For her guest.

Find a waveside cypress close,
Where the star-faced myrtles creep.
Let the bed be wide and deep.
Sift therein all sweet that grows,
Spice flowers, asphodel and rose,
'Til the dreary vault o'erflows.
May their wedded fragrance steep
Him asleep.

Thither will she sometimes stray
When the shadows eastward glide,
Leave behind her mask of pride,
Lean a scented hour away.
Tend his myrtles—lowly pray
Not too far off be the day
When we robe a *pallid bride*
For his side.

Yale Literary Magazine.

At Twilight

BY CLARA SAVAGE

We sat at tea,
We three.
Gently a breeze with scent of flowers laden
Breathed the sweet mem'ry of a summer day,
And evening shadows creeping slowly o'er us
Filled all the room with haze of softest gray.

Bright shone the silver teapot in the twilight,
The glasses gleamed o'er cloth of snowy white,
And still we lingered as the shadows deepened
And warned us of the coming of the night.

A gentle peace and calm of spirit brooded
Within our hearts and minds, with all at rest,
A sweet content born of our mutual loving—
The sacred love of friends by Heaven blest.

Safety and Sanity

An Advertisement by Elbert Hubbard

LIFE insurance eliminates chance through the operation of the Law of Average. The knowledge of the Law of Average as applied to the duration of human life is gained in but one way and that is through statistics. Now, there are accurate statistics, not only as to the average life of individuals, but also as to the life of a legacy; that is, how long five thousand, ten thousand, or twenty-five thousand dollars will last the average person who is not used to handling such sums. A widow with money is a shining mark for the mining-shark. I am sorry to say it because I think well of woman's ability to manage her affairs; but the fact is five thousand dollars usually lasts a widow three years, and ten thousand is dissipated in five years. Doubtless, the average man, not used to having such lump sums come to him, would do no better. Money in a lump sum in the hands of those not versed in finance is a burden and sometimes a menace. It lays them open to the machinations of the tricky and dishonest, also the well-meaning men who know just how to double it in a month. Realizing these things, and to meet a great human need, the Equitable is now issuing a policy which, instead of being paid in a lump sum on the death of the insured, gives a fixed payment every year (or more often) to the beneficiary as long as she shall live. On her death any unpaid instalments are to be paid to her heirs in one sum or in payments, as may be desired. Here is a plain, simple, safe plan whereby you can insure those dependent upon you against want and temptation, by insuring them against their indiscretion, and yours. It is the Equitable Way.

The Equitable Life Assurance Society

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"Strongest in the World"

The Company which pays its death claims on the day it receives them.

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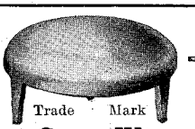
AGENCIES EVERYWHERE! None in your town? Then why not recommend to us some good man—or woman—to represent us there? Great opportunities to-day in Life Insurance work for the Equitable.

6% NET For 35 years we have been paying our customers the highest returns consistent with conservative methods. First mortgage loans of $200 and up which we can recommend after the most thorough personal investigation. Please ask for Loan List No. 717 $25 Certificates of Deposit also for saving investors.
PERKINS & CO. Lawrence, Kans



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Also with feltoid centre at 25c a set of 4

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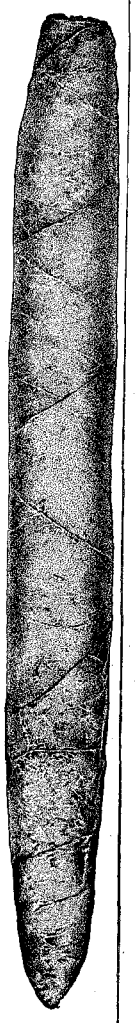
Selling Cigars the way they couldn't be sold



A little over seven years ago I had a new idea about selling my cigars.

I felt that there was no reason in the world except the middlemen and the retailers themselves why it was not possible to *sell direct* from the maker to the smoker. I knew that in that way only could a man buy cigars that he was paying eight and ten cents for, at five dollars per hundred.

I explained the idea to one of my friends.

"But the men *won't* write; they *won't* be changed from the old way of doing things," he argued.

But I came out in the magazines with an announcement, and in the plainest words I knew explained my offer and my Panatelas to the readers. My friend was wrong. The number of orders I received surpassed my most sanguine hopes; men *were* open to reason. Not only that, but the same men who first wrote for my Panatelas are still writing for and smoking them.

If you have not already investigated my offer this announcement is intended for you.

My Panatela is hand-made by men cigar makers (no child labor) in the cleanest and best ventilated cigar factory that I know, of clear long Havana filler grown in Cuba. The wrapper is genuine Sumatra. It is the duplicate of the best 10c. store cigar.

MY OFFER IS:—I will, upon request, send fifty Shivers' Panatela Cigars on approval to a reader of the Literary Digest, express prepaid. He may smoke ten cigars and return the remaining forty at my expense if he is not pleased with them; if he is pleased, and keeps them, he agrees to remit the price, $2.50, within ten days.

Shivers' Panatela
EXACT SIZE AND SHAPE

In ordering please inclose business card or give references. State which you prefer, light, medium or dark cigars.

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W. L. DOUGLAS SHOES
$5, $4, $3.50, $3, $2.50 & $2

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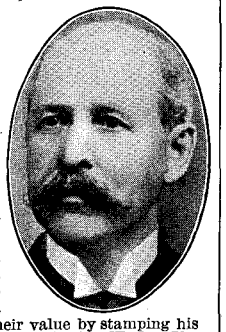

Millions of men wear W.L. Douglas shoes because they are the lowest prices, quality considered, in the world. Made upon honor, of the best leathers, by the most skilled workmen, in all the latest fashions.

W. L. Douglas $5.00 and $4.00 shoes equal Custom Bench Work costing $6 to $8.

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W. L. Douglas guarantees their value by stamping his name and price on the bottom. Look for it. **Take No Substitute.** *Fast Color Eyelets.*

Ask your dealer for W. L. Douglas shoes. If not for sale in your town write for Mail Order Catalog, showing how to order by mail. Shoes ordered direct from factory delivered free. W. L. DOUGLAS, Brockton, Mass.

We sat at tea,
We three.
Oh! may the spirit of that summer evening,
The voiceless prayer that came from out the heart
Stay with us in the fret of each day's living,
And something of its peacefulness impart.

Smith College Literary Magazine.

Fessa Amoris

BY W. W. FLINT

So as she lies she holds to me
Her slender, blue-lined hands,
And beckons; thro' a haze I see
Her shadowy, still commands.

Her weight lies on the coverlet
Gold-lined, deep red above,
While round about her, faint is writ,
"The weariness of love."

Her lashes seem to shade her face,
O'er slumbrous pools soft spread.
Her locks disposed with cunning grace
Billow around her head.

Her rounded limbs beneath the veil
Of thin gauze without seam,
Glow lustrous as the full moon pale,
Or flesh seen thro' a dream.

She calls—no joy is in the call—
As in a daze I move.
The heavy eyelids lower fall—
Yea, she is sick of love!

And weary is the heart that stirs
Beneath her bosom there;
The strange wild fate forever hers
Yet hovers in the air.

For all the ways are dark to her,
The sky is black with storm;
Nor god nor man may hark to her—
That tender, hateful form!

The wind is sweeping o'er the seas
Where life and love are done.
The foam breaks to the lattice-leaves,
And we are there alone!

—Dartmouth Magazine.

Choosing the Best School

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If you are looking for a good boarding school or college we can help you.

Letters are constantly coming to us which tell of pupils placed through our recommendations.

We will welcome your inquiry whether you subscribe to the Literary Digest or not.

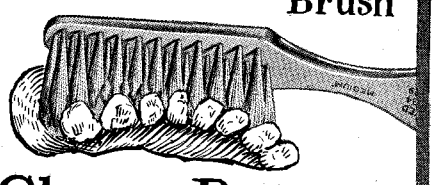
Just write us frankly, telling us WHAT KIND OF SCHOOL you seek, WHAT LOCATION you prefer, WHAT TUITION you are willing to pay, and all other details possible.

In reply we will advise you to the best of our ability, without fee or obligation.

Write now, addressing

SCHOOL BUREAU
The Literary Digest

Pro-phy-lac-tic Tooth Brush

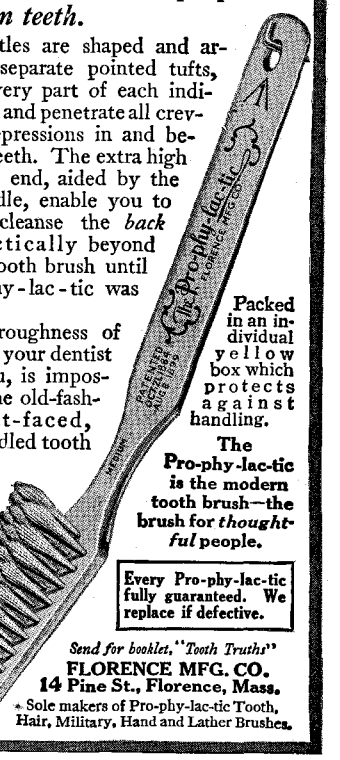


Cleans Between and Around the Teeth

THERE is a definite purpose back of the peculiar shape and irregular tuft-formation of the Pro-phy-lac-tic Tooth Brush. ***That purpose is to clean teeth.***

The bristles are shaped and arranged in separate pointed tufts, which fit every part of each individual tooth and penetrate all crevices and depressions in and between the teeth. The extra high tufts at the end, aided by the curved handle, enable you to efficiently cleanse the *back* teeth, practically beyond reach of a tooth brush until the Pro-phy-lac-tic was made.

This thoroughness of cleaning, as your dentist will tell you, is impossible with the old-fashioned, flat-faced, straight-handled tooth brush.



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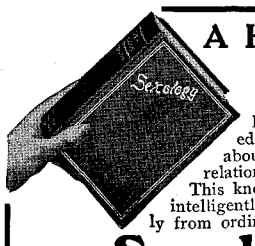

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When Cynthy Plays

By F. Prentice Abbot, Jr.

I ain't much hand ter go ter church
  Er hear the sermon out,
An' as ter singin'—Lord! the fellers
  Tell me not ter *shout:*
An' yet when Parson comes an' says
  "There'll be a evenin' prayer,"
There ain't no need o' askin' twice
  If he will see me there,
    When Cynthy plays!

I sit way back an' out o' sight
  An' jes' a-kind o' dream,
An' watch her sittin' up in front
  Before the melodeen.
Her dainty little profile, an'
  Her neat uplifted chin—
It sort o' turns yer thoughts away
  From Hell an' Mortal Sin,
    When Cynthy plays!

It comes a sort o' Heaven,
  An' the lamps an' all's forgot,
An' the choir turns ter Cherubim,
  An' then—I don't know what—
I see her small white fingers
  Run a-dancin' cross the keys,
An' I can't believe I'm livin' here
  Like common folks I sees,
    When Cynthy plays!

There's nothin' thet I wouldn't do
  Ter win that small white han';
Ter see her movin' round the room
  So queenly-like, an' gran';
Ter sit the winter evenin' through
  Before the fire's gleam,
An' watch those little fingers play,—
  An' jes' lie back, an' dream,
    When Cynthy plays.

—*Amherst Literary Magazine.*

Livelong Day

We'd played all day.
I picked corn-flowers that starred the garden blue,
  And pansies, many as my hands would hold,
But you had candytuft and mignonette
  And pink sweet-peas and one straight marigold.

We'd sung aloud.
And all at once it was the afternoon.
  We smelled the sweet, wild coolness in the air
And quietly went to the golden field,
  My hand in yours, to hear the thrushes there.

We'd watched the sky
Grow paler, and we made our green leaf-crowns
  With golden-rod in yours, and I was queen.
The shadows folded in the mountain arms
  And gently touched us waiting Things Unseen.

We'd gone to bed.
The sky had gathered all my flowers blue,
  And crowned with stars the mountain, and I dreamed
Deep, tired joy—you laughed, too, in your sleep;
  For flashing fireflies in the dark we gleamed.

The Vassar Miscellany.

Mater et Filius

By Walter H. Brown

Sometimes in the hush of the evening hour
When the shadows creep from the west,
I think of the twilight songs you sang,
  And the boy you lulled to rest,—
The wee little boy with the tousled head
  That so long ago was thine.
I wonder if sometimes you long for that boy,
  O little mother of mine.

And now he has come to man's estate,
Grown stalwart in body, and strong,
And you'd hardly know that he was the lad
  Whom you lulled with your slumber-song,
The years have altered the form and the life
  But his heart is unchanged by time
And still he is only thy boy as of old,
  O little mother of mine.

—*Wesleyan Literary Monthly.*

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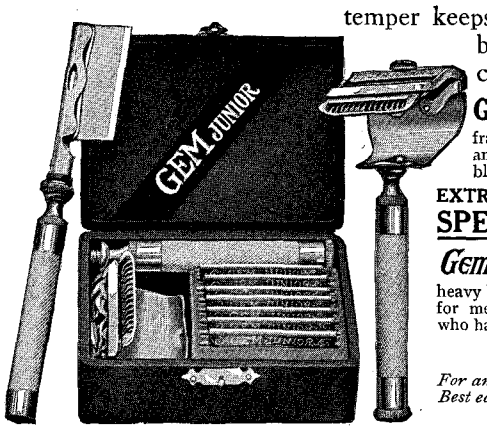

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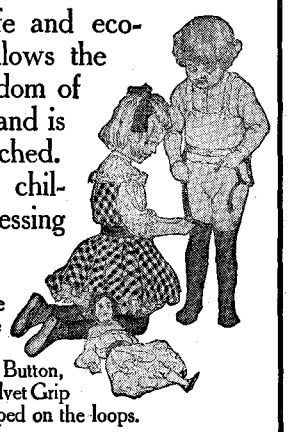

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Quite Different.—MRS. SUBBUBS (who has hired a man to plant shade trees)—"Digging out the holes, I see, Mr. Lannigan."

LANNIGAN—"No, mum. Oi'm diggin' out the dirt an' lavin' the holes."—*Catholic News.*

A Failure.—"Have you completed your graduation essay?"

"No," replied Mildred. "I read it over to father and he understood every sentence. I've got to rewrite it."—*Washington Star.*

An Exception.—CALLER—"Is Mrs. Brown at home?"

ARTLESS PARLOR-MAID (smiling confidentially)—"No, ma'am—she really *is* out this afternoon."—*Punch.*

A Hit.—Kirke La Shelle met an actor and noticed that he was wearing a mourning band on his arm.

"It's for my father," the actor explained. "I've just come from his funeral."

La Shelle exprest his sympathy. The actor's grief was obviously very real and great. "I attended to all the funeral arrangements," he said. "We had everything just as father would have liked it."

"Were there many there?" asked La Shelle.

"Many there!" cried the actor with pride. "Why my boy, we turned 'em away!"—*Success.*

Puzzling.—LOW—"I went to the phrenologist's last week."

SUE—"Oh! what did he tell you?"

LOW—"Well, I can't understand. He coughed a little and then gave me back my money."—*Catholic News.*

Worse Yet.—NODD—"Mourn for me, old man; I married a woman with absolutely no sense of humor."

TODD—"That's nothing to my cross."

NODD—"What's that?"

TODD—"My wife has one."—*Life.*

Hereditary Power.—HOAX—"Poor old Henpeckke has to mind the baby."

JOAX—"Yes, it's wonderful how that baby takes after its mother."—*Philadelphia Record.*

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CURRENT EVENTS

Foreign

May 27.—Robert Koch, the bacteriologist, dies at Baden-Baden.

May 30.—The government of the new federation of United South Africa goes into operation, with General Louis Botha, formerly of the Boer Army, as Premier and Minister of Agriculture.
Ex-President Roosevelt and Senator Root hold a conference at Ambassador Reid's London residence.
The Madriz forces are repulsed at Bluefields, Nicaragua.

May 31.—Mr. Roosevelt is given the freedom of the city of London at the Guildhall and makes an address advising the nation to rule Egypt with a strong hand.

June 1.—Six vessels are wrecked and eight men are drowned in a gale and fog off the North Atlantic coast.
The British Antarctic Expedition, under Captain Scott, leaves London.

June 2.—Capt. Charles Stewart Rolls, in a Wright aeroplane, crosses the English Channel from Dover to Calais, and returns without stopping, flying the 42 miles in 90 minutes.
Commander Robert E. Peary is presented to King George of England.
Elections in Hungary result in a victory for the Government.
The first volume of General Weyler's book, "My Rule in Cuba," is published in Madrid.

Domestic

WASHINGTON

May 27.—President Taft appoints his secretary, Fred W. Carpenter, Minister to Morocco.

May 28.—Senator Lorimer, of Illinois, denies the charges of bribery in connection with his election to the Senate.
The Ballinger-Pinchot inquiry ends, leaving the case in the hands of the committee.

May 31.—Chief Justice Fuller of the United States Supreme Court announces that the Corporation Tax cases will be heard in the fall, before a full court.
United States District Judge Dyer grants an order, in Hannibal, Mo., restraining railroads which are members of the Western Traffic Association, from putting into effect on June 1 a general increase in freight rates; a petition alleging conspiracy in restraint of trade having been filed by order of Attorney-General Wickersham.

June 1.—Charles D. Norton, Assistant Secretary of the Treasury, is appointed by the President as his secretary, to succeed Fred W. Carpenter.

June 2.—The principal railroads of the East and Middle West file notices of an advance of freight rates with the Interstate Commerce Commission.

GENERAL

May 27.—Ex-Congressman Jesse Overstreet dies at his home in Indianapolis.
The new battleship *South Carolina* makes a new world's record for target shooting with 12-inch guns.
The New York Central Railroad announces an increase in its commutation fares between New York City and suburban stations.
Three of the codefendants of C. R. Heike, on trial for defrauding the Government in sugar-weighing, plead guilty.

May 29.—It is reported that Chinese residents of San Francisco will institute by cable a boycott on American goods in China until the United States Government removes alleged discrimination against Chinese immigrants.
The State Labor Commissioner of California submits to the Governor of that State a report indicating that some form of cheap labor, such as is now represented by the Japanese, is a necessity to the State.
Glenn H. Curtiss makes an aeroplane flight from Albany to New York, winning a $10,000 prize offered by the New York *World*.

May 30.—President Taft reviews the Memorial Day parade in New York City.

May 31.—Charles H. Treat, former Treasurer of the United States, dies in New York City.
The Lehigh Valley Railroad announces an increase in commutation fares between New York and suburban stations.

June 1.—The New York *World* and the St. Louis *Post-Dispatch* offer a purse of $30,000 for an aeroplane flight between St. Louis and New York, and the New York *Times* and the Chicago *Evening Post* offer a prize of $25,000 for a similar flight between New York and Chicago.
Twenty-five workmen are killed by a premature blast in a quarry at Devil's Slide, Utah.

June 2.—Joseph S. Harris, former president of the Reading and Jersey Central Railroads, dies at his home in Germantown, Pa.
John A. Dix is chosen chairman of the New York Democratic State Committee, to succeed William J. Conners.

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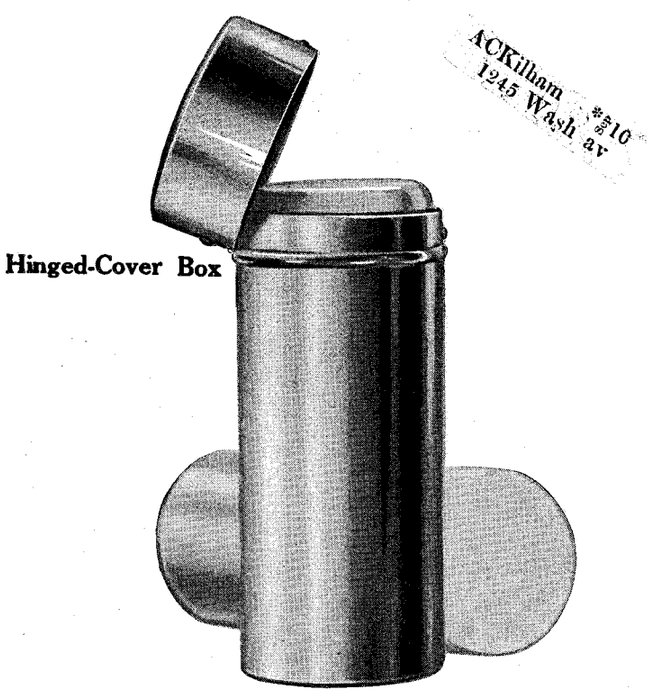

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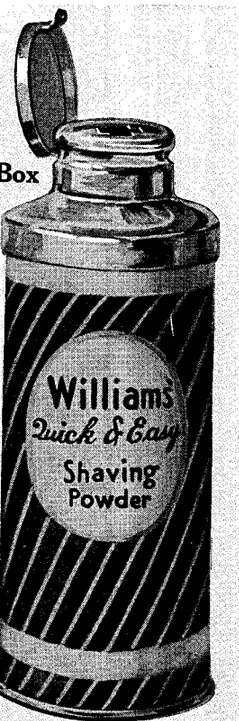

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